

[54] **METHOD FOR VAPOR RECOVERY FOR FLUIDIZED CATALYTIC CRACKING PROCESSES**

[75] **Inventors:** **Russell R. Krug, San Rafael; Frederick A. Pettersen, Novato, both of Calif.**

[73] **Assignee:** **Chevron Research Company, San Francisco, Calif.**

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Related U.S. Application Data

[63] Continuation-in-part of Ser. No. 444,328, Nov. 24, 1982, abandoned.

[51] **Int. Cl.⁴** **C10G 11/18; F27B 1/20**

[52] **U.S. Cl.** **208/161; 208/153; 208/157; 422/144; 422/145**

[58] **Field of Search** **208/153, 157, 161; 422/144, 145**

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Primary Examiner—John Doll

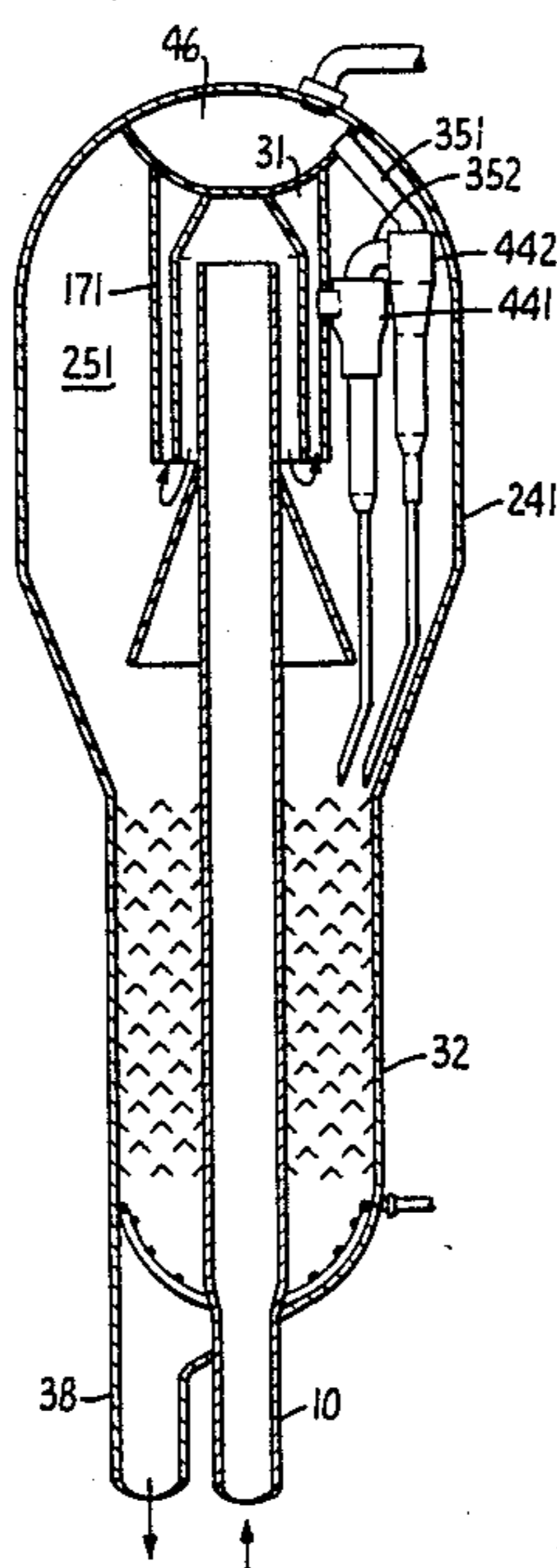
Assistant Examiner—Lance Johnson

Attorney, Agent, or Firm—Burns, Doane, Swecker & Mathis

[57] **ABSTRACT**

A vapor recovery shroud of relatively small size is positioned in a large diameter catalyst disengaging vessel of a fluid catalytic cracking system so that vapor released directly from the riser reactor pipe must execute a reversal of flow direction to enter the vapor recovery shroud. At the same time catalyst and vapors from the stripper are separated by gravity and inertia in the large diameter separation vessel so that stripper vapors may also vent through the vapor recovery shroud. Vapor is vented from the vapor recovery shroud through cyclone means confined within the disengaging vessel. Preferably, the inlet to the vapor recovery shroud is located adjacent to the riser reactor outlet because this location is the most rarefied in catalyst density and provides the shortest path for hydrocarbon vapors to exit the hot separation vessel and enter a distillation system. Desirably, the vapor recovery shroud closely surrounds the primary vapor release point from the riser reactor pipe, so that essentially all the vapor must execute a 180° turn to enter the vapor recovery zone. Such a position produces the combined improvements of product yield (less gas and coke, more gasoline and light cycle oil) and product quality (less ash content). These product improvements are respectively due to reduced residence time of hydrocarbon vapor with spent catalyst, which produces undesirable secondary cracking, and reduced catalyst carryover, which adds solids to the product fluids.

8 Claims, 22 Drawing Figures



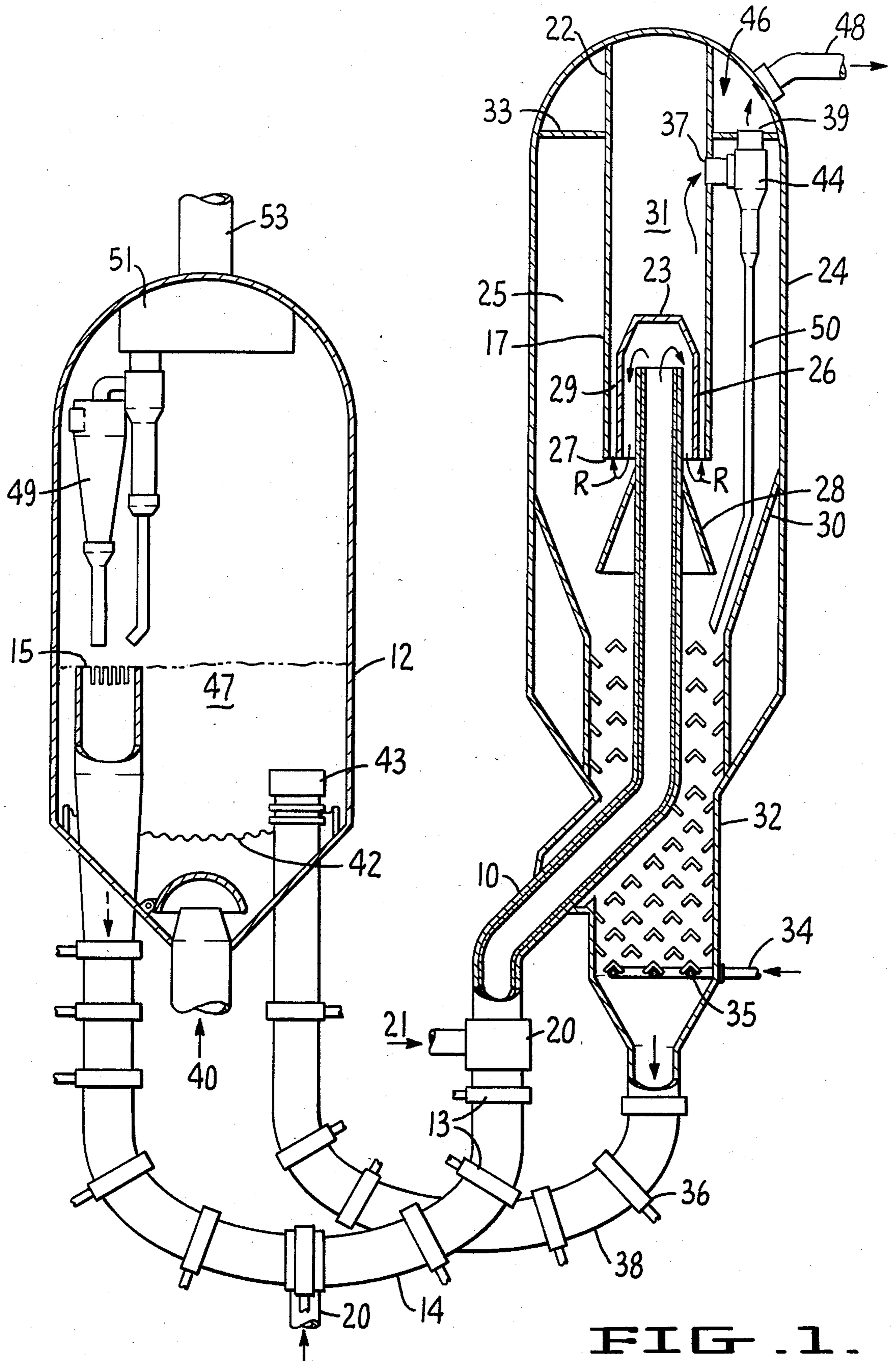


FIG. 1.

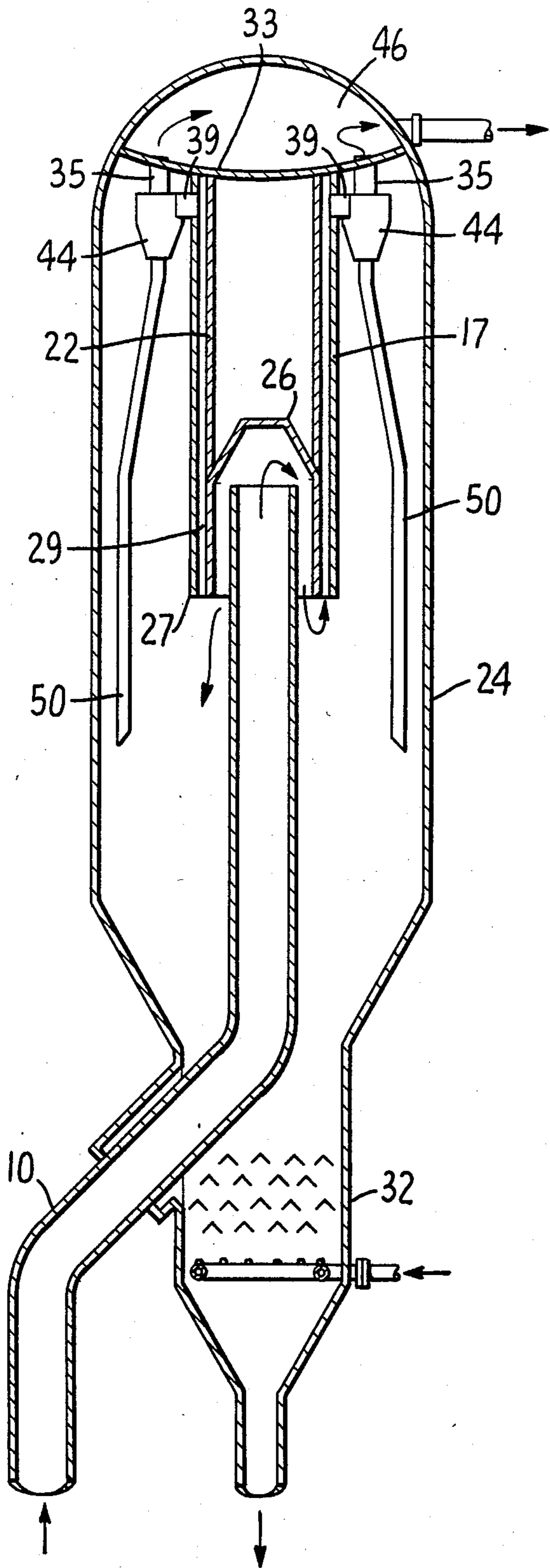


FIG. 2.

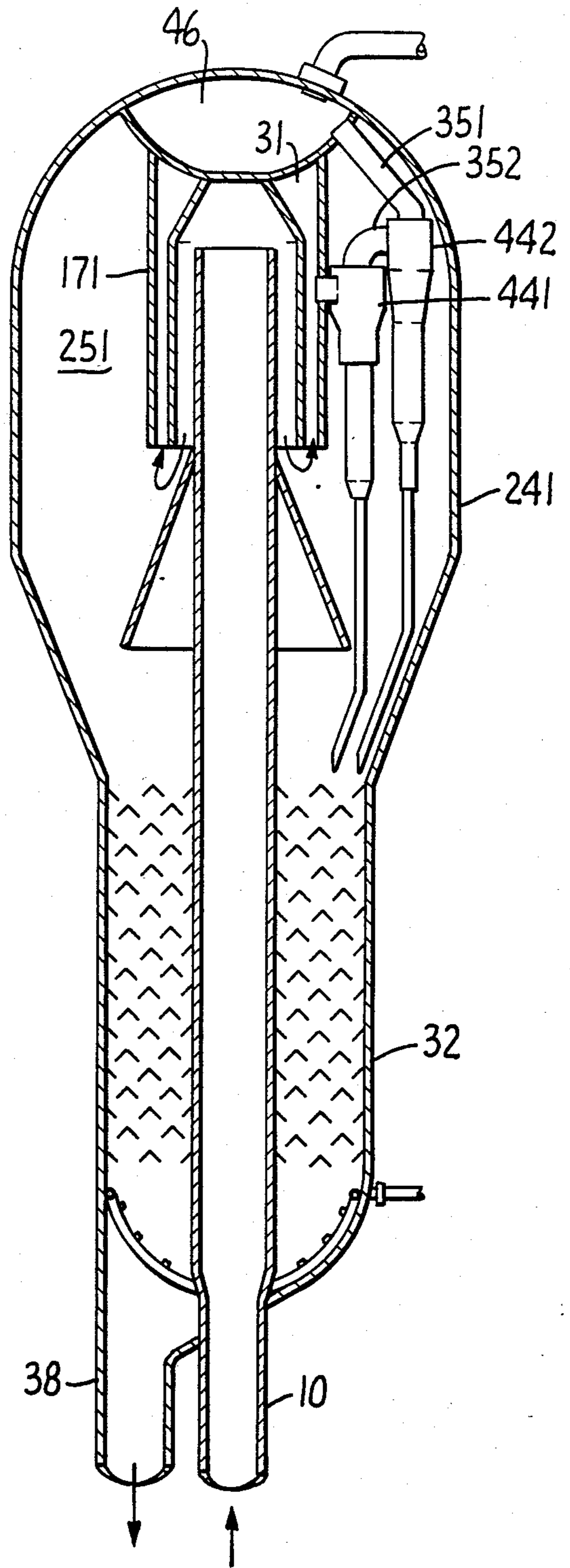


FIG. 3.

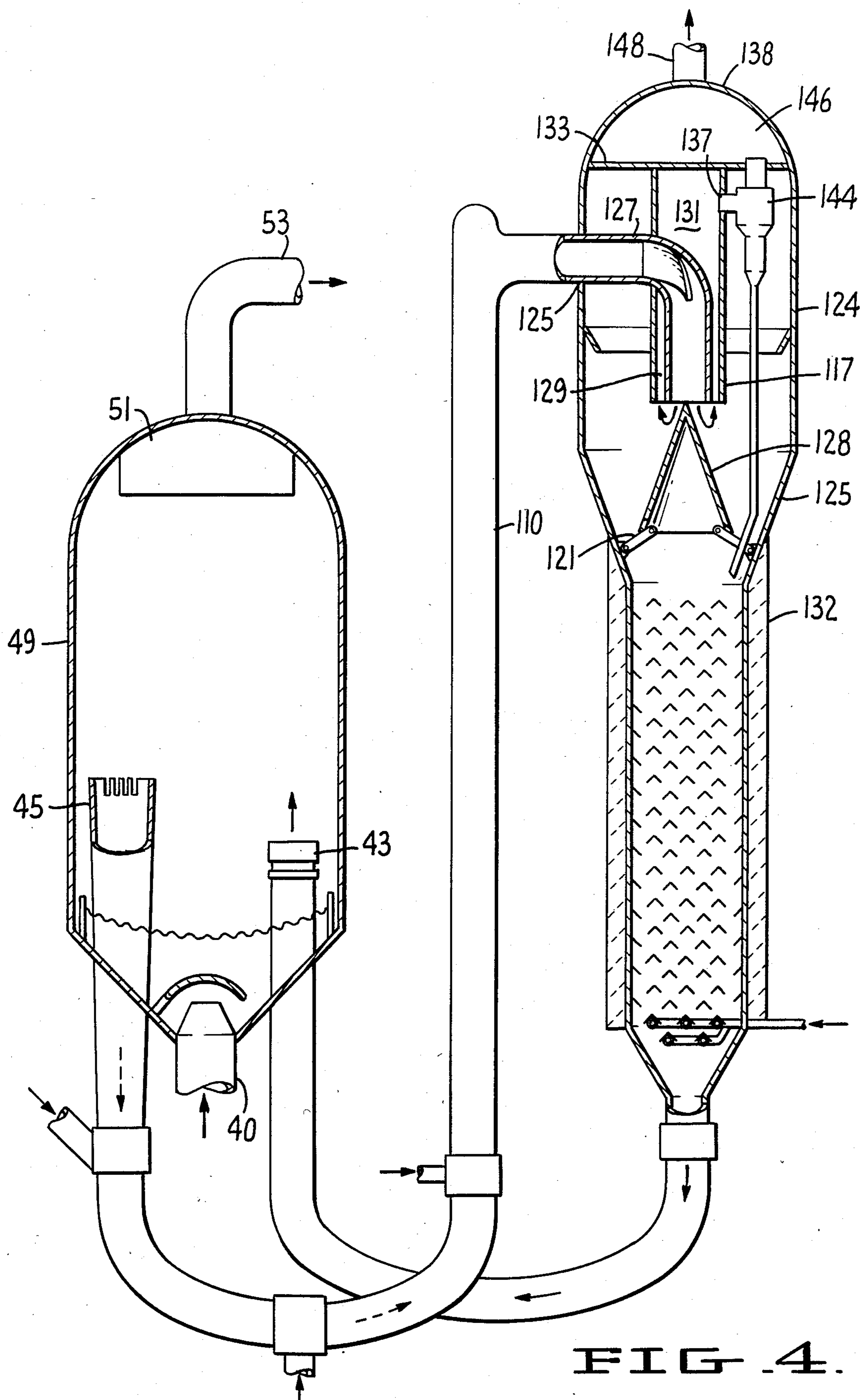


FIG. 4.

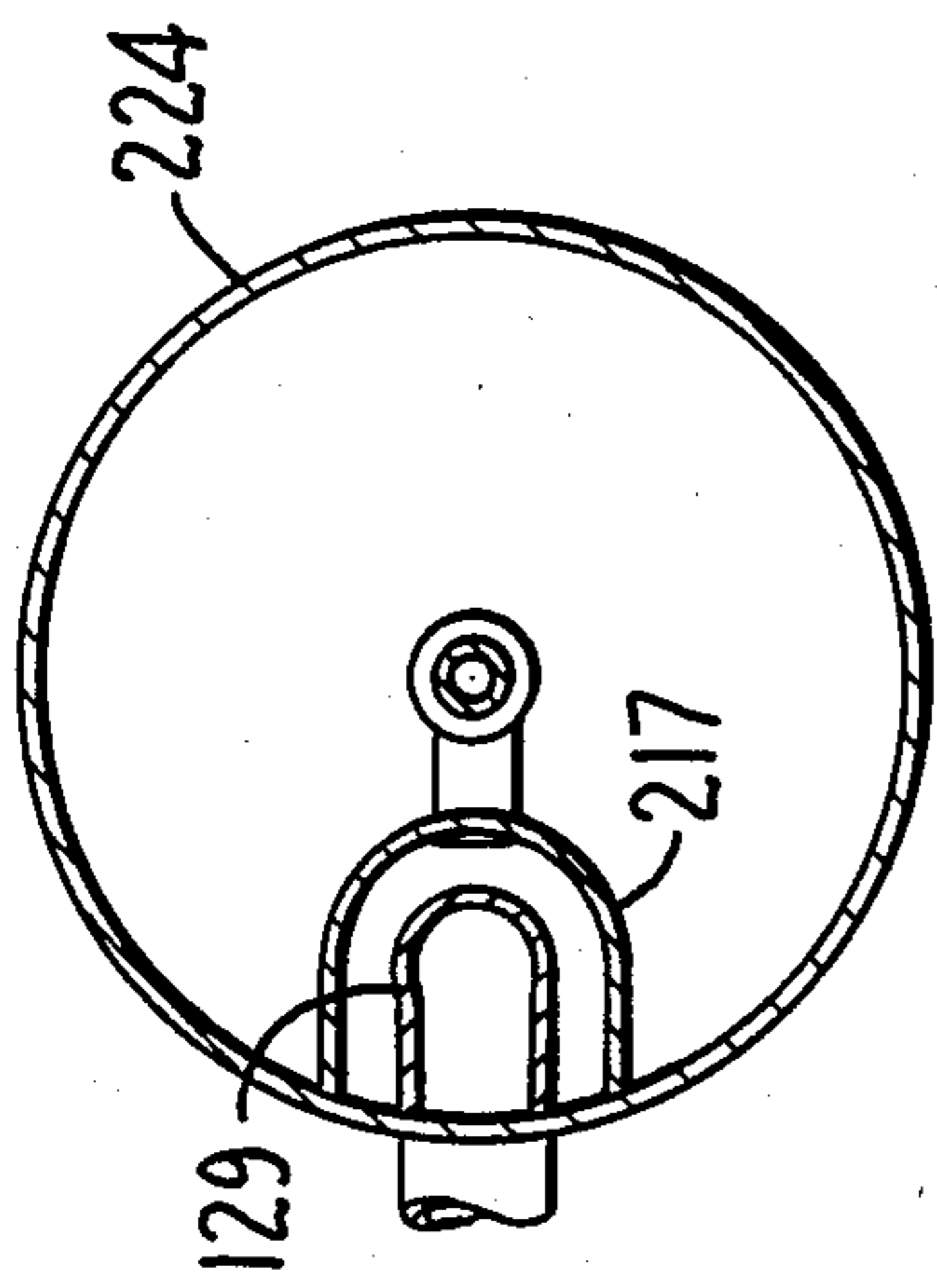


FIG. 6.

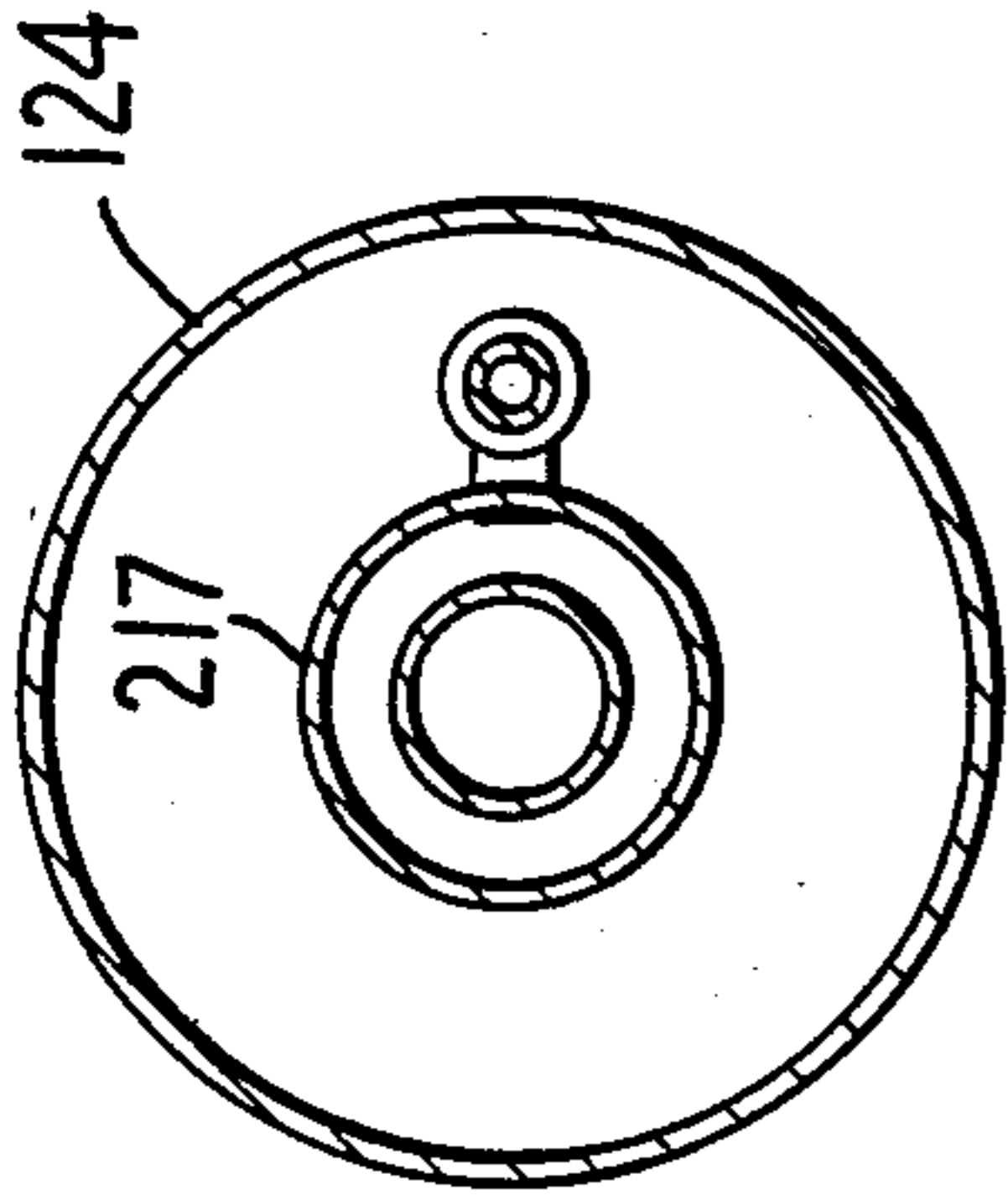


FIG. 8.

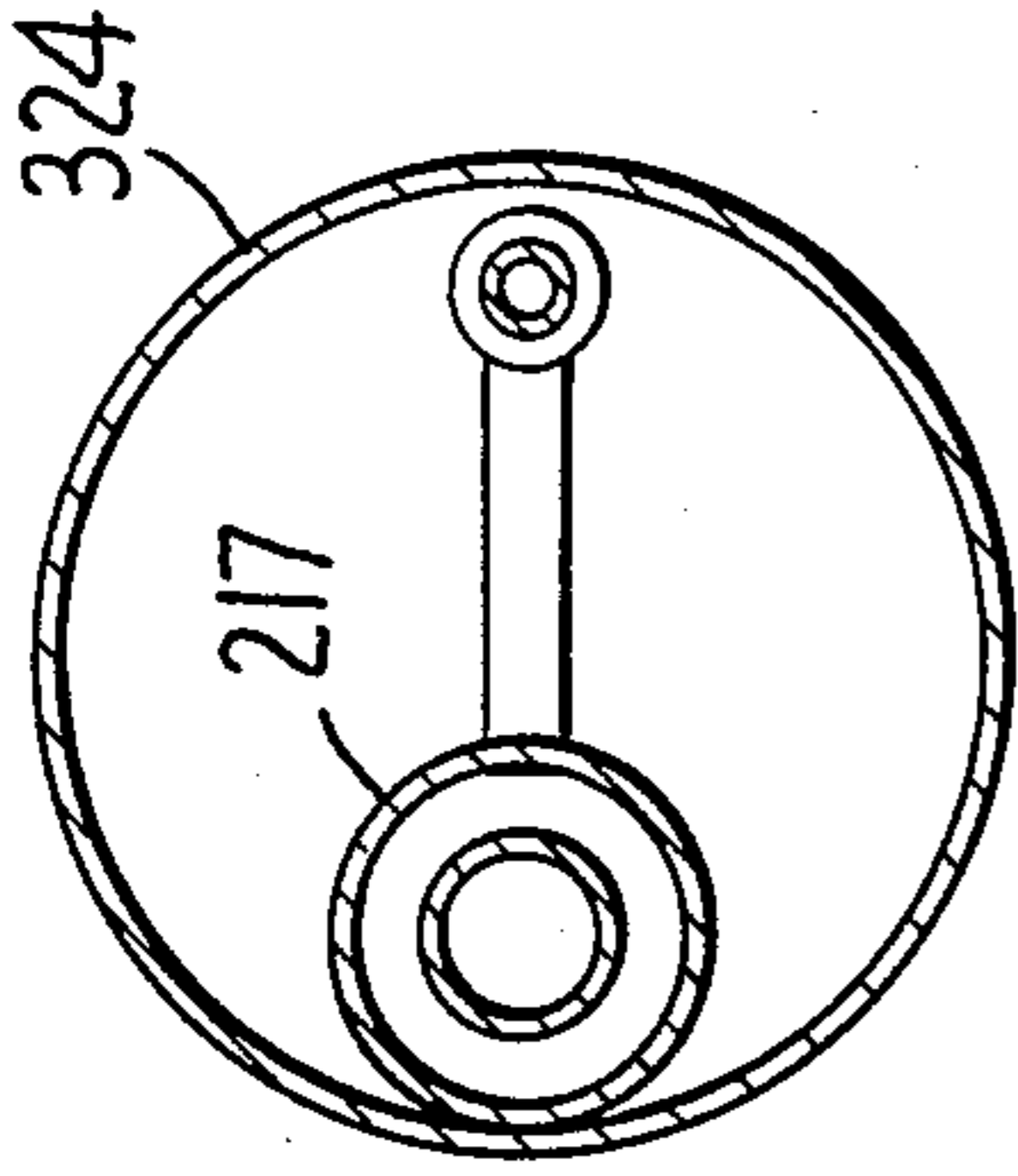


FIG. 10.

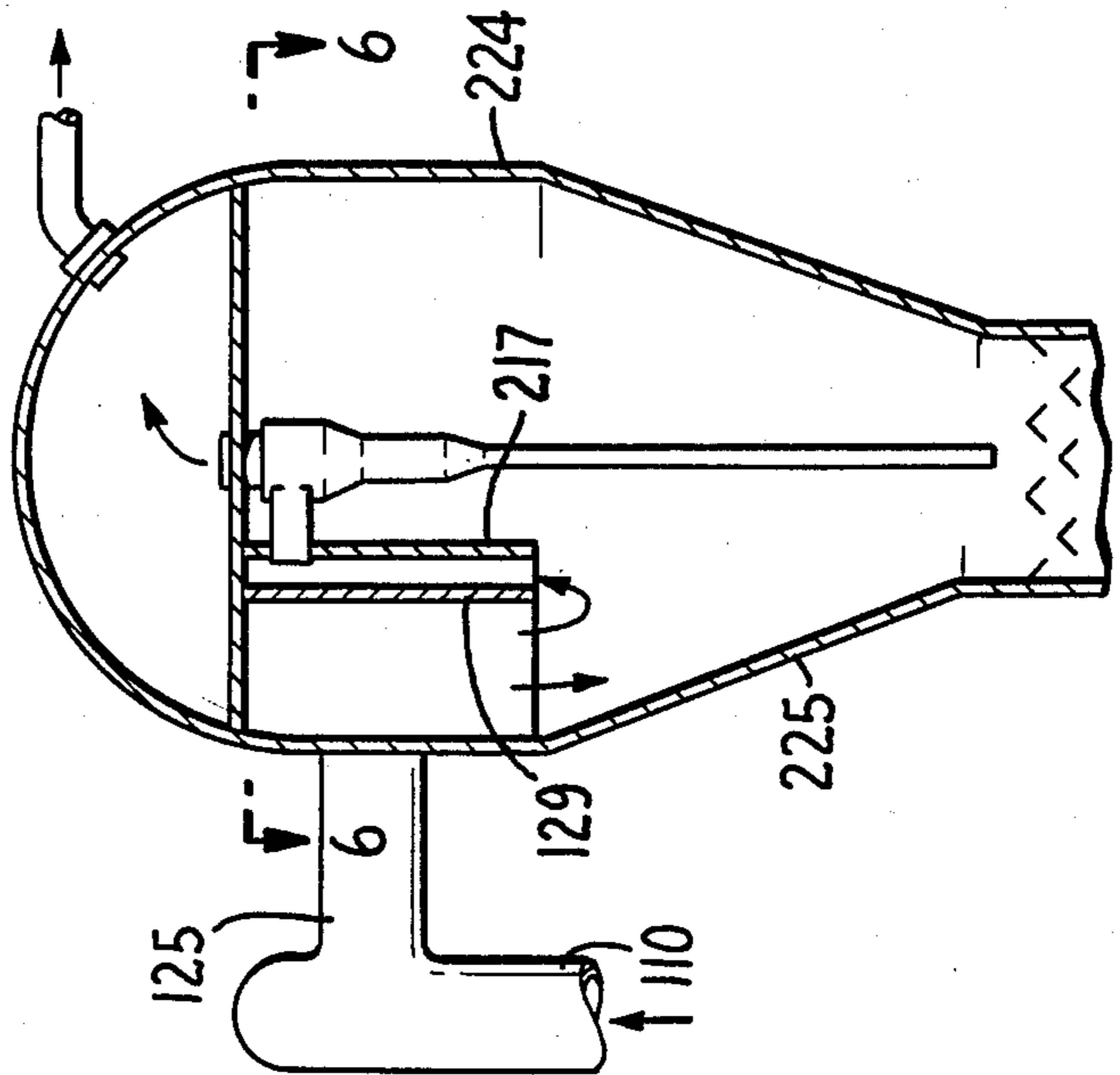


FIG. 5.

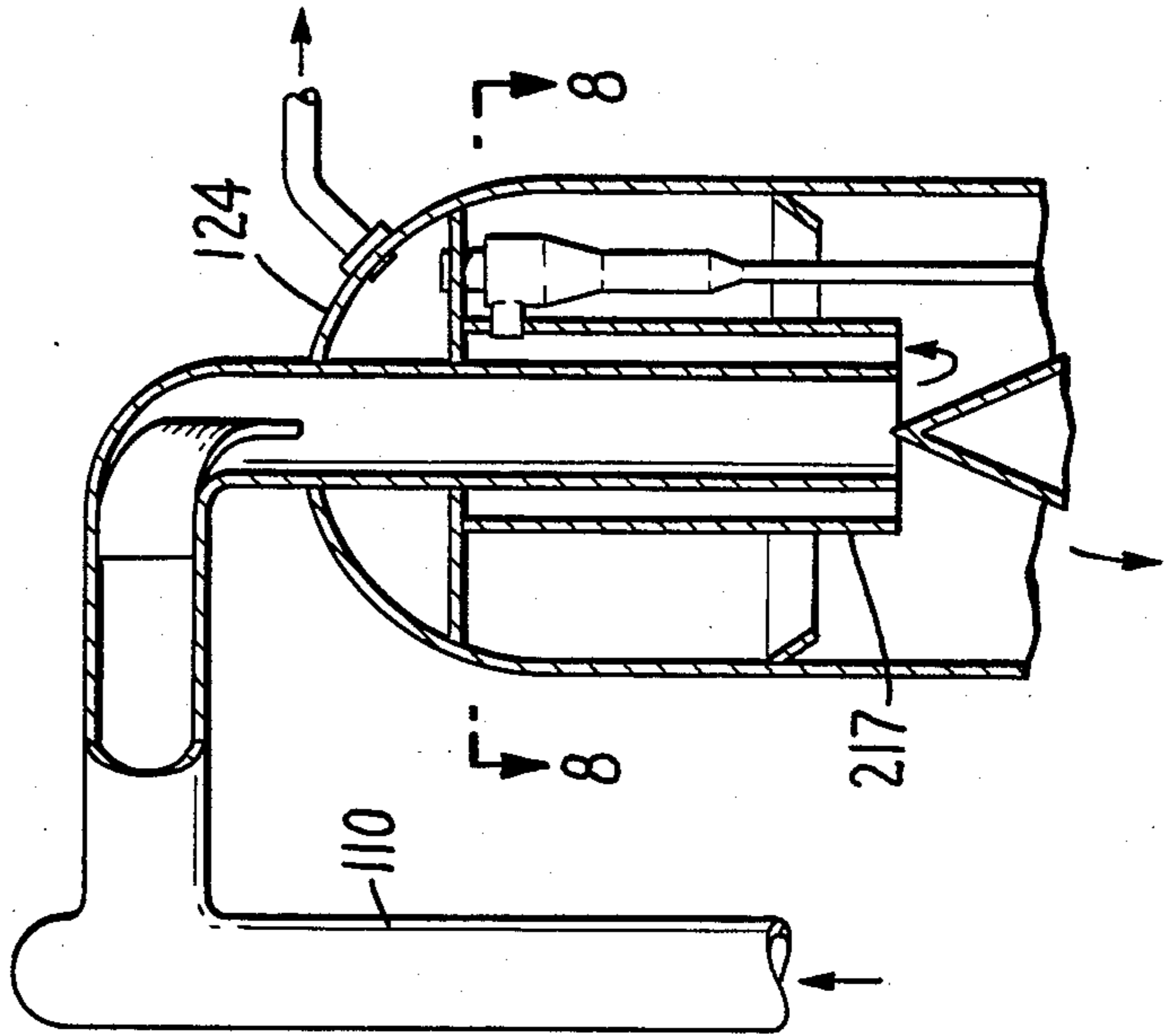


FIG. 7.

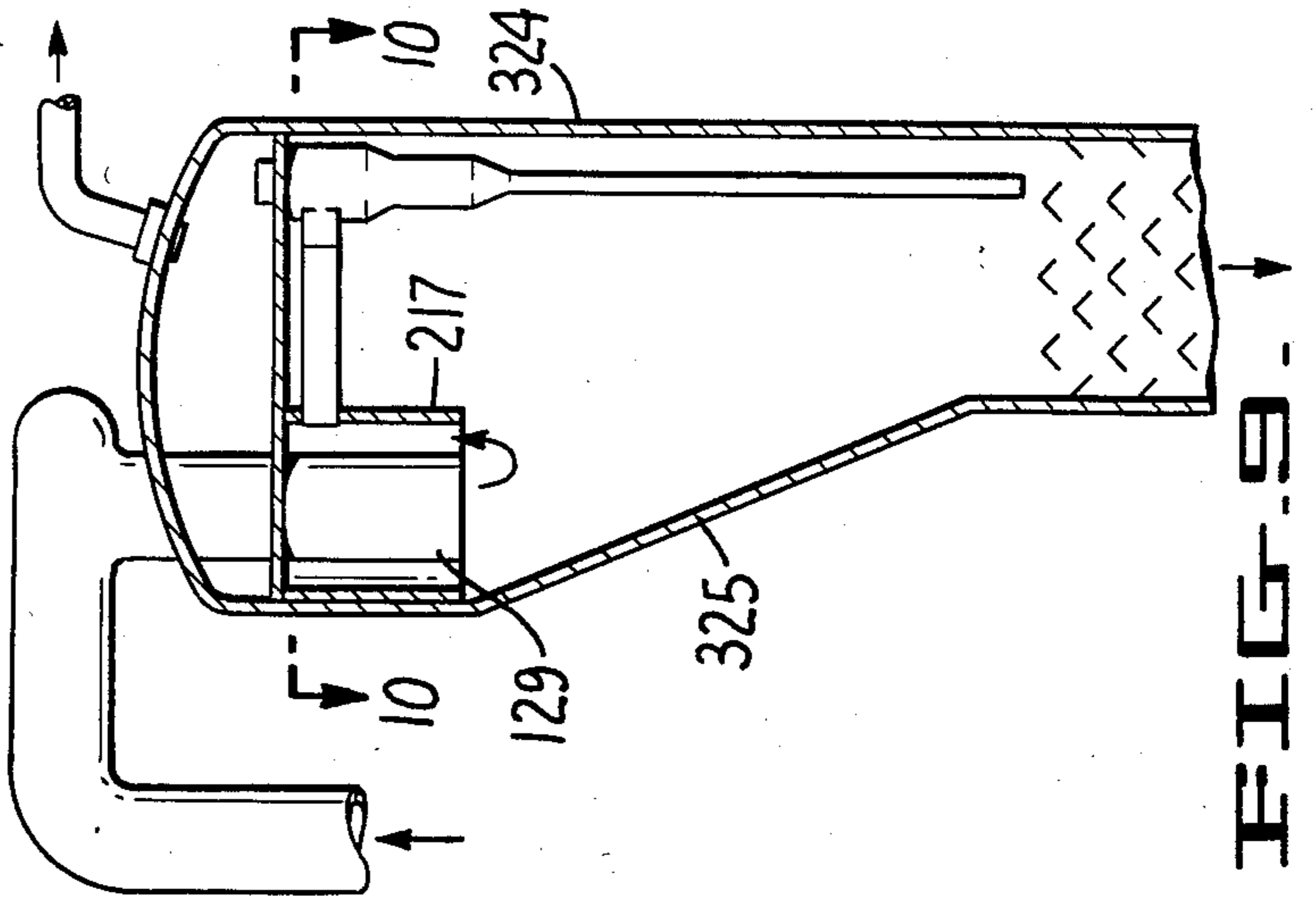


FIG. 9.

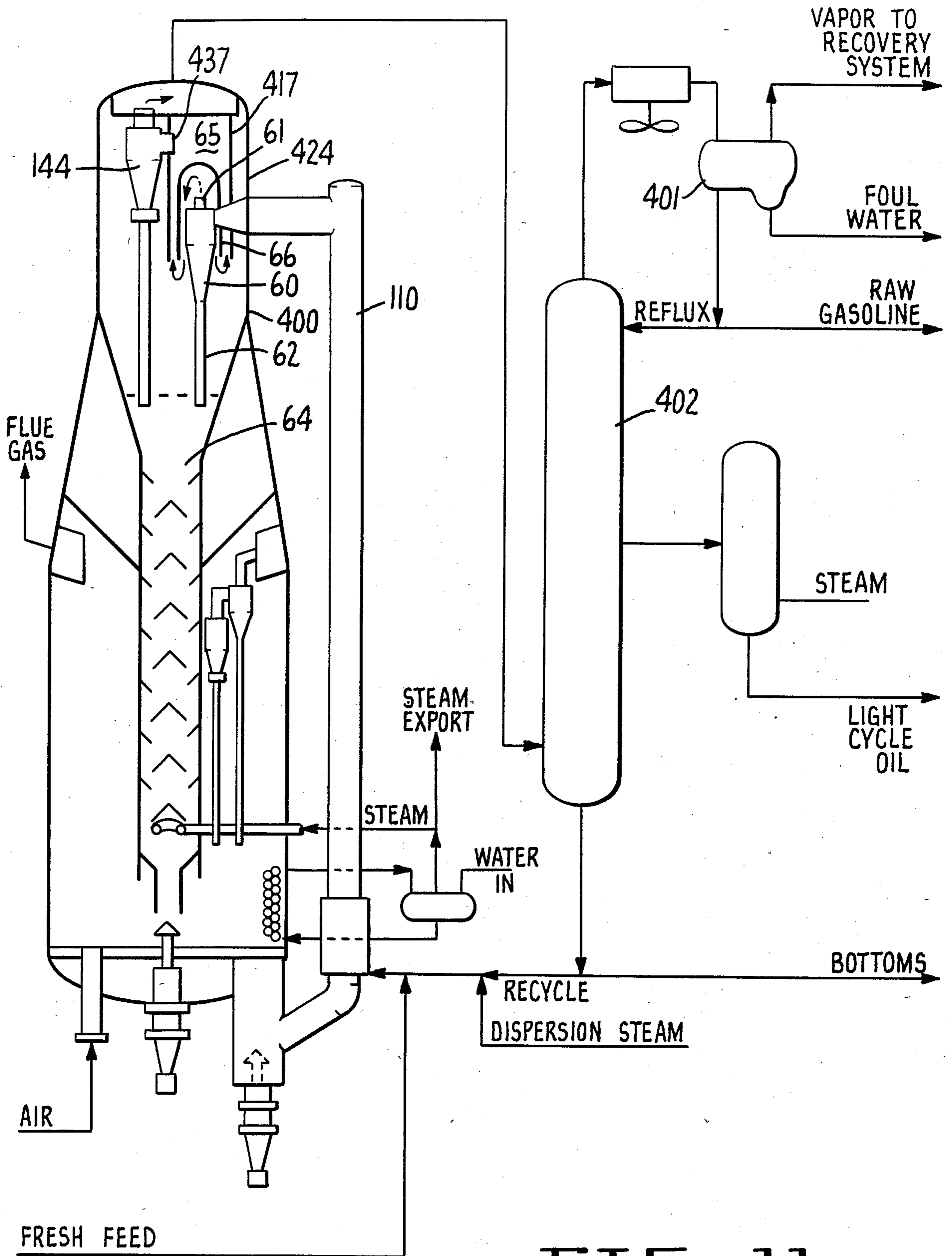


FIG. 11.

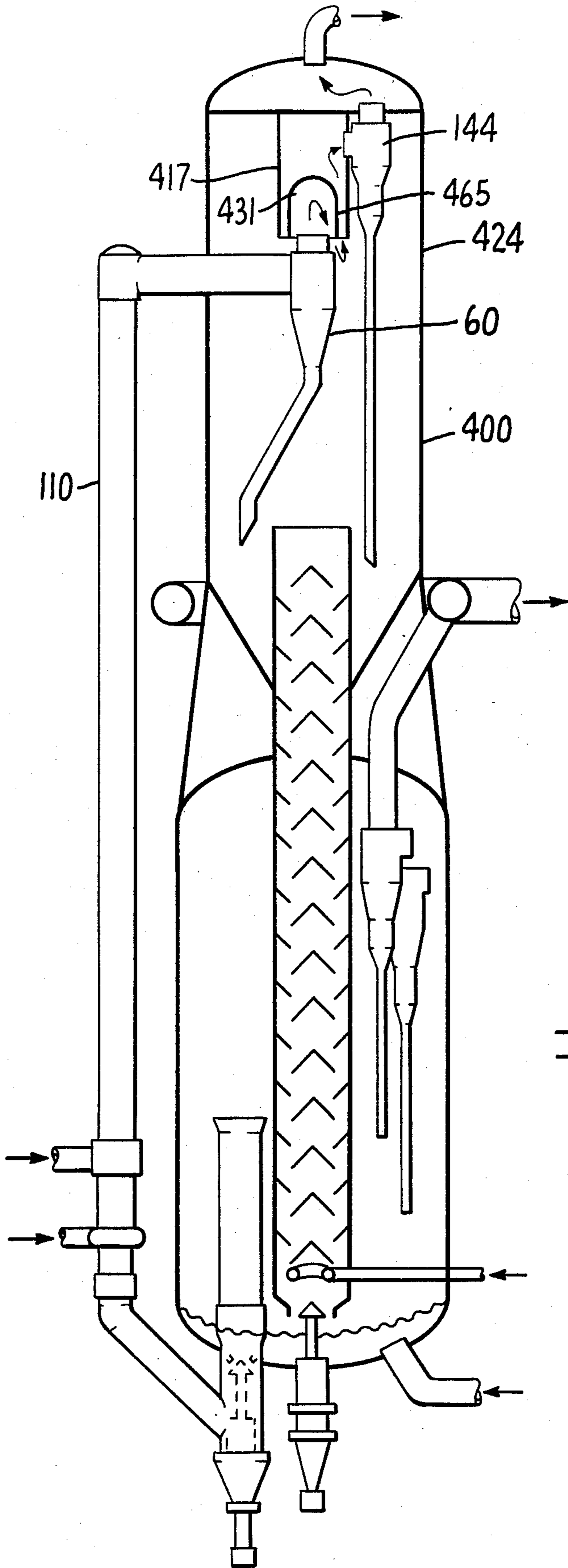


FIG. 12.

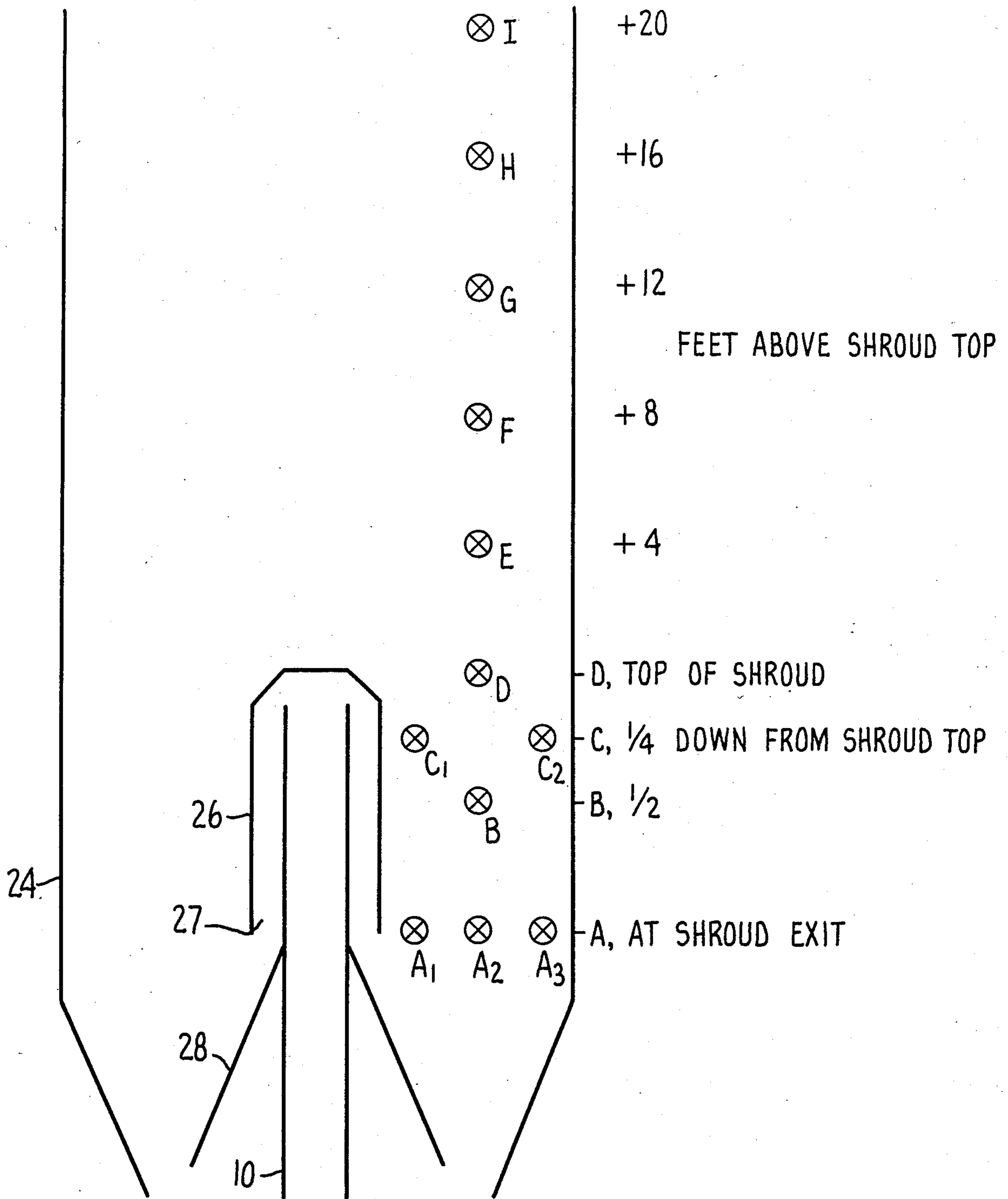


FIG. 13.

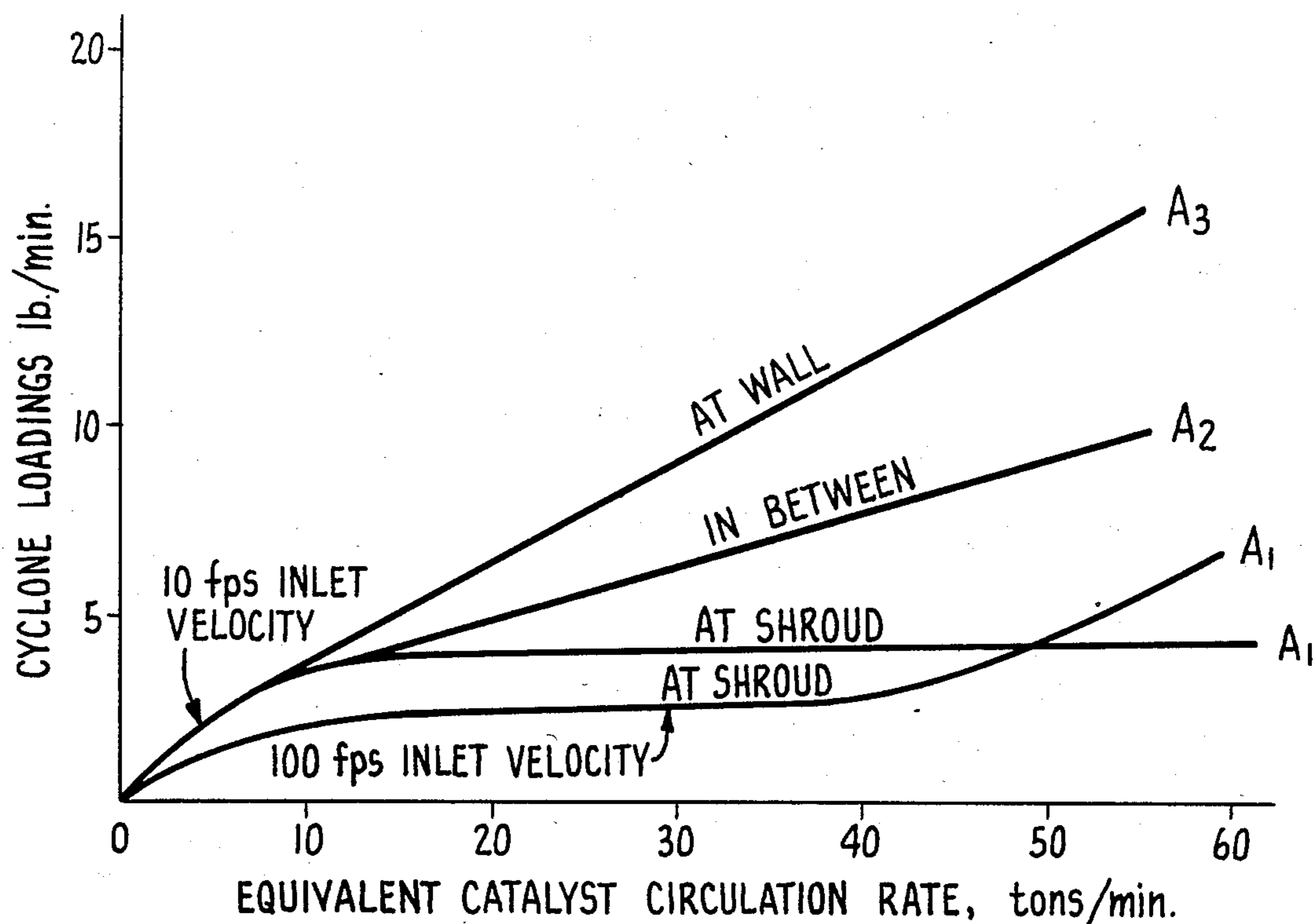


FIG. 14.

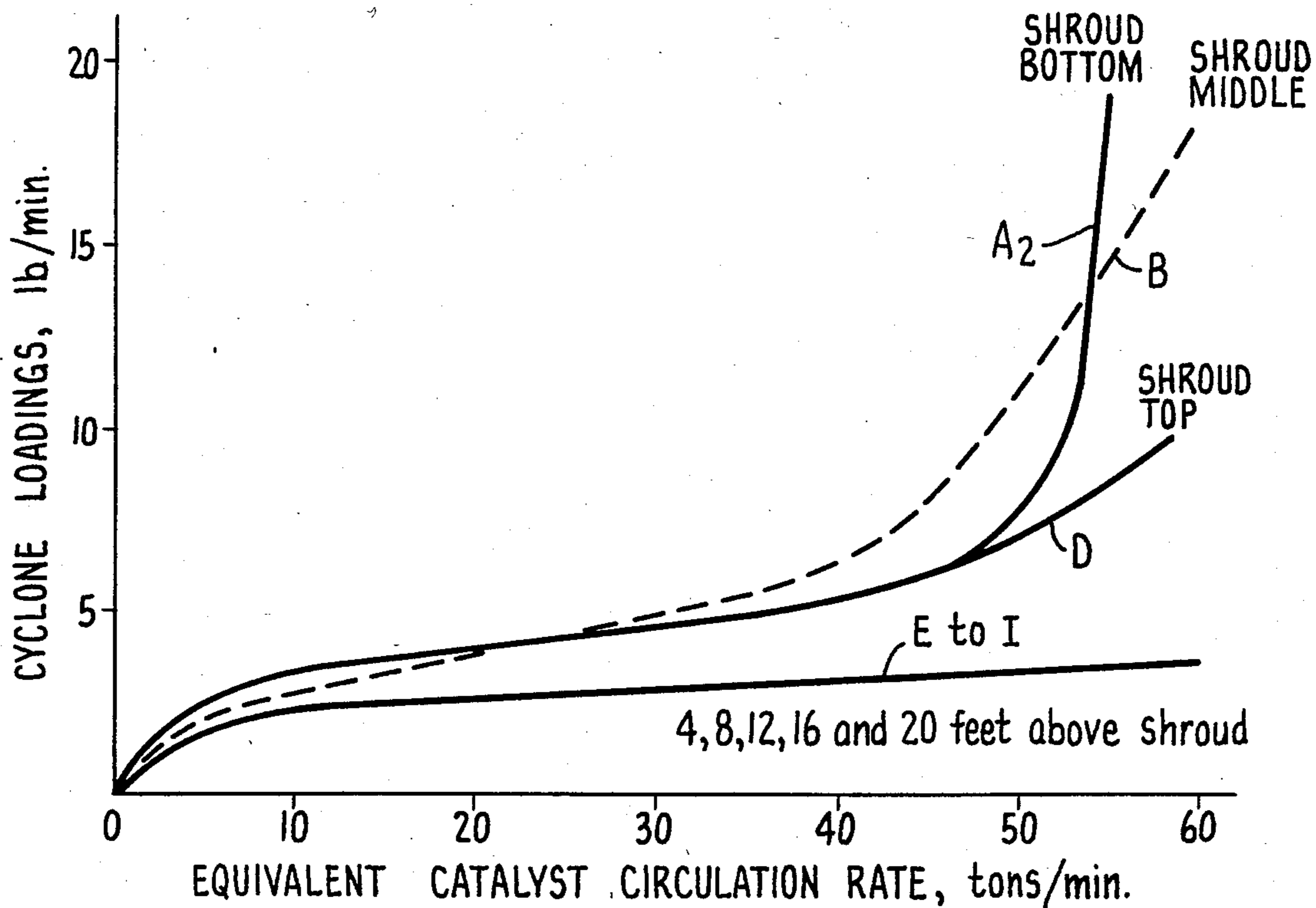


FIG. 15.

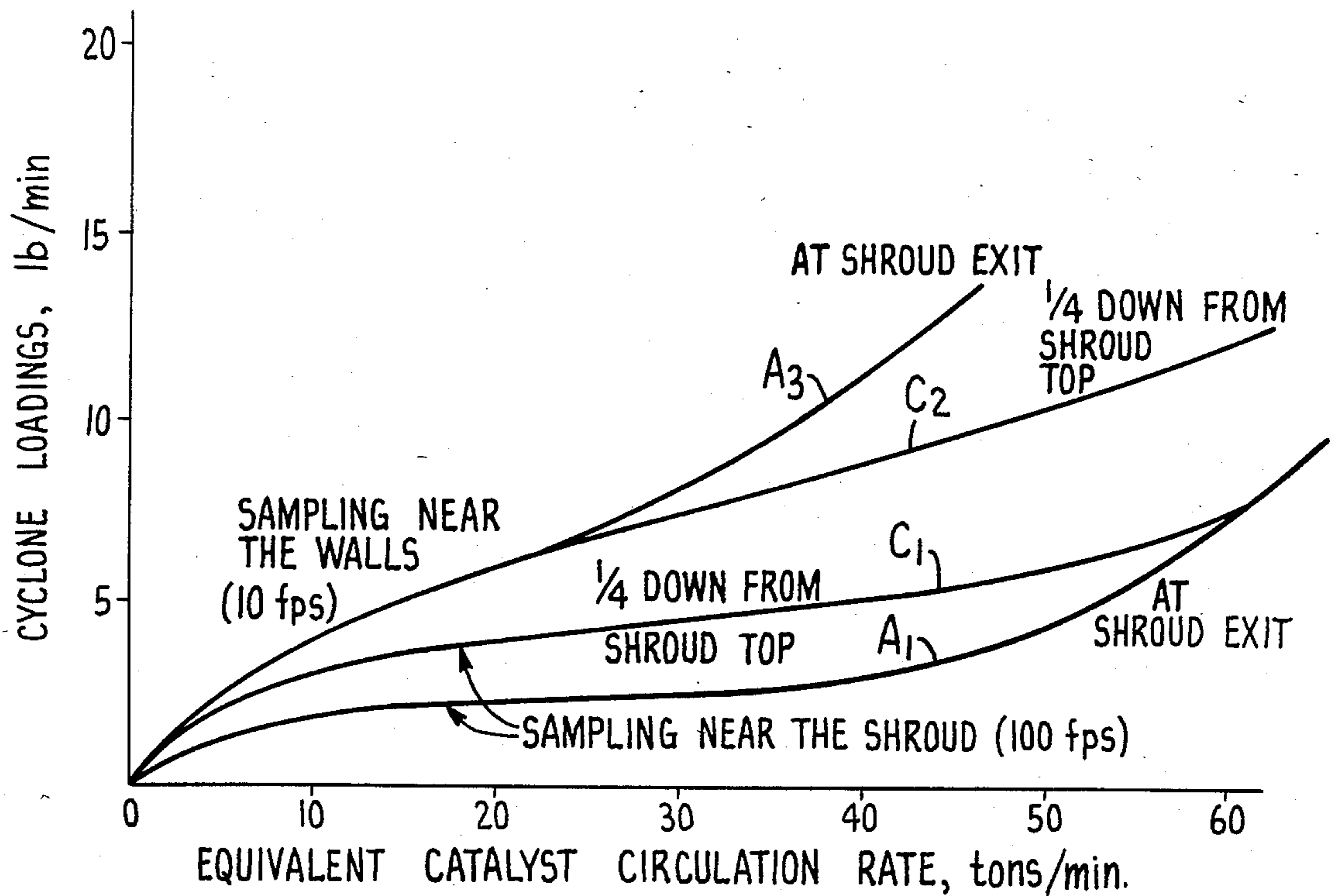


FIG. 16.

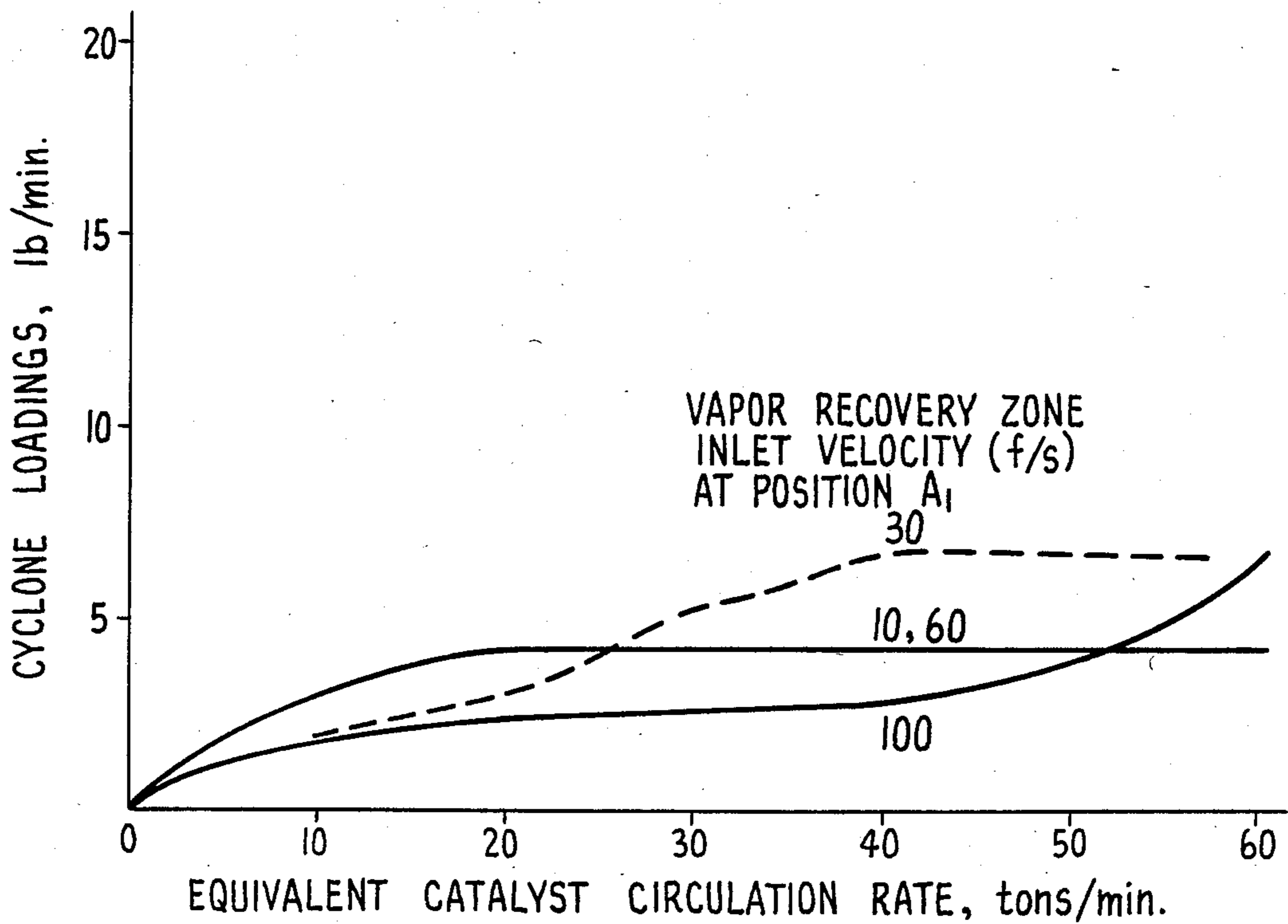


FIG. 17.

METHOD FOR VAPOR RECOVERY FOR FLUIDIZED CATALYTIC CRACKING PROCESSES

This application is a continuation-in-part of applica- 5
tion Ser. No. 444,328 filed Nov. 24, 1982.

BACKGROUND OF THE INVENTION

1. Field of the Invention

This invention relates to a method of fluidized cata- 10
lytic cracking. More particularly, it relates to an im-
proved method for recovery of hydrocarbon vapors
from the reactive mixture of hydrocarbonaceous mate-
rial and catalyst in a separator after such mixture is
discharged from a riser reactor.

The object of this invention is to reduce both second- 15
ary cracking of valuable liquid products and reduce the
solids content of recovered hydrocarbon products by
rapid and efficient separation of cracking catalyst from
product hydrocarbon vapors. This separation of cata- 20
lyst solids from hydrocarbon vapors is made more effi-
cient by construction of a special zone between the exit
of the reactor tube and the entrance of the cyclone
separators. This zone is oriented relative to the reactor
tube in such a way that all vapors from the reactor tube 25
travel through it but surprisingly few catalyst particles
can enter. This special zone rapidly separates the hydro-
carbon products from nearly all catalyst particles upon
leaving the reaction zone and reduces the catalyst load-
ing on the cyclone separators which further separate 30
catalyst from product vapors in the conventional man-
ner. The special separation zone is positioned so that the
vapor must turn through an acute angle after exit from
the riser. Preferably, for minimal secondary catalytic
cracking, due to excessive time at elevated temperatures 35
in the presence of catalyst, or minimal solids in the
recovered vapor due to catalyst entrainment, or both,
the inlet to a separate vapor recovery zone is located so
that vapor flow to the cyclone intake is adjacent to and
substantially countercurrent to the direction of flow of 40
the reaction mixture discharge into the separation ves-
sel. More preferably, the vapor recovery zone is formed
as a low volume shroud surrounding the riser reactor
pipe and extends through the upper center portion of
the vessel, with the intake to the cyclones enclosed in 45
the vessel connected to the upper end of the shroud. In
this way catalyst in the hydrocarbon vapor-catalyst
mixture entering the vessel is carried by inertia (and if
downwardly, also by gravity) in the same direction as
the conduit discharge. In accordance with the present 50
invention, rather than directing the flowing mixture
directly into cyclone separators, or disposing the cy-
clone inlets at substantially 90° to the reactor discharge
in the separator vessel, vapor that is least contaminated
by catalyst fines is shown herein to be adjacent to the 55
riser reactor outlet. Such vapor is vented through the
vapor recovery shroud to the cyclones so that it is
promptly delivered to a distillation column. The entry
to such a vapor recovery shroud is placed within the
vessel adjacent to the riser reactor discharge or outlet 60
so that vapor must turn through an angle substantially
greater than 90° to enter the zone, and preferably at an
acute angle of at least 180° ± 30°, and most preferably,
180° to the direction of flow from the riser reactor
outlet.

2. Description of the Prior Art

Fluidized cracking of heavy petroleum fractions is
one of the major refining methods to convert crude

petroleum oil to useful products such as fuels for inter-
nal combustion engines. In such fluidized catalytic
cracking, (known popularly as "FCC") high molecular
weight hydrocarbon liquids and vapors are contacted
with hot, finely divided solid catalyst particles in an
elongated riser or transfer line reactor. The reactor is
usually in the form of a riser tube and the contact time
of the material is on the order of a few seconds, say one
to ten seconds, and generally not over about five sec-
onds. This short contact time is necessary to optimize
generation of gasoline and middle distillate fractions.
By proper selection of temperatures and reaction times
the catalytic cracking reaction is "quenched" so that
economically undesirable end products of such a reac- 15
tion, light gases and coke, are held to a minimum and
the yield of desired products, gasoline and middle distil-
late oils, is at a maximum. During this short reaction
period, catalyst at temperatures in the range of about
1100° F. to 1450° F. contacts a hydrocarbon feed stock,
frequently in the form of vacuum gas oil, cycle oil or the
like, heated initially to a temperature of from about 300°
F. to 750° F. Generally the hot catalyst and hydrocar-
bonaceous material mixture is fluidized by steam and
the reacting hydrocarbon gases. Reaction of the mix- 25
ture creates large volumes of gaseous hydrocarbons by
vaporization of the oils due to exposure to hot catalyst
and by cracking the hot hydrocarbons to lighter gase-
ous hydrocarbons. The hydrocarbon vapors and cata-
lyst mixture flow out of the riser tube into a separator or
disengaging vessel. The spent catalyst is separated, pri-
marily by gravity, and inertial forces acting on the cata-
lyst, in the separator vessel and pass downwardly
through a stripper section for return to a regenerator.
Fluidizing steam also flows up through the down-flow-
ing catalyst to assist in stripping hydrocarbon vapor
from the spent catalyst. Heat for the process is added to
the system by burning the coke, primarily carbon, on
the spent catalyst by oxygen flowing into the regenera-
tor. The regenerated and heated catalyst is then recircu- 30
lated to the riser reactor. The desired product, hydro-
carbon vapor, is recovered overhead from the separator
vessel. Generally, this recovery is through one or more
cyclone separators within the separator vessel con-
nected to a plenum chamber or common piping and
directly piped to a distillation column. Vapor flow
through the cyclone separators extracts entrained cata-
lyst fines. The catalyst fines recovered by the cyclone
separators are delivered to the stripping section through
"dip legs" connected to the lower part of the disengag- 45
ing vessel in which the stripper is located. The hydro-
carbon vapors from the cyclones are recovered over-
head, either through a plenum chamber or through
additional stages of cyclones, or through direct piping
to the product fractionator.

A particular problem in the recovery of the vapor is
that in spite of the separating action of the cyclones,
even several stages, catalyst "fines" tend to flow with
the vapor particularly at high inlet velocities and thus
get transported with the hydrocarbon vapors to the
distillation column. Further, prolonged contact of the
hydrocarbonaceous vapors with catalyst results in sec-
ondary cracking of the desired gasoline and middle
distillate fractions generated in the initial catalytic reac-
tion. Such secondary cracking creates additional gases
which are less valuable than the middle distillate oils
such as gasoline from which the additional gases are
made. Catalyst fines additionally degrade the recovered
distillate product, and create a recovery or disposal

problem. Further, high levels of catalyst entering the cyclones promote secondary cracking and fines carry-over. Since the catalyst particles normally include precious materials such as zeolite crystals containing rare earth metals and sometimes platinum or palladium, the cost of replacement or recovery of these materials may be substantial. Catalyst loss in the overhead requires make-up catalyst to be added (at significant cost) to the fluidized catalytic cracking system. Any catalytic material recovered in the fractionator bottoms lowers the economic value of that oil. If economically feasible the fractionator bottoms are returned to the cracker (at the expense of yield selectivity loss) or the catalyst is allowed to settle out in an expensive decant oil separator vessel.

It is known, as noted, that the output from a riser reactor may be directly discharged into a cyclone separator system. U.S. Pat. No. 3,785,782, Cartmell, illustrates one system in which a riser discharges the entire mixture directly into a first stage cyclone and the vapor passes through a second stage cyclone prior to recovery.

U.S. Pat. No. 4,066,533, Myers, et al, discloses a system in which a riser pipe enters a separator vessel with the catalyst mixture being discharged vertically upward against the end wall of a separation vessel. Vapors are recovered from near the end of the reactor pipe directly into a first and second stage cyclone arrangement for recovery of the vapor. U.S. Pat. Nos. 4,295,961 and 4,310,489, both issued to Fahrig, et al, disclose systems in which the riser pipe enters the separator vessel and upward flow is diverted downwardly by a discharge shroud. Vapor is withdrawn from the separator vessel through cyclone separator inlet openings at 90° to the shroud.

In other systems generally used in fluidized catalytic cracking, the cyclone separator intake is simply positioned in an upper part of the separator vessel. The catalyst and hydrocarbon vapor mixture is discharged, either up or down, by the reactor riser into the separator. Where the riser enters the center of the vessel, most frequently the cyclones are positioned around the outside of the vessel so that the diplegs return catalyst fines by gravity to the stripper through the annular area around the riser pipe. U.S. Pat. No. 3,957,443, Strickland, et al, and U.S. Pat. No. 2,514,288, Nicholson, are illustrative of this arrangement. In Nicholson, reactor discharge is directed upwardly into the separator vessel. In Strickland, flow is downwardly through a shroud around the riser pipe. However, a valve mechanism permits the catalyst and hydrocarbon mixture to be discharged directly upward toward the top of the vessel by a valve means. U.S. Pat. No. 3,841,843, Williams, et al, discloses a similar arrangement for flow reversal of the discharge from the reactor pipe into the separator vessel and to direct the catalyst downwardly toward the stripper zone. U.S. Pat. No. 3,243,265—Annesser, assigned to the assignee of the present invention, discloses a concentric discharge shroud around the riser pipe to discharge the resultant mixture of hydrocarbonaceous material and catalyst downwardly into a large diameter separation vessel.

U.S. Pat. No. 3,785,962, Conner, discloses a system in which the riser pipe discharge includes a 90° turn so that mixture flow is essentially downward, but the vapor inlet to the cyclones is directly adjacent to the riser discharge so that in effect vapor and any entrained

particles must turn 90° to pass from the reactor discharge into the vapor recovery cyclones.

U.S. Pat. No. 3,826,738—Zenz discloses a riser reactor pipe which includes an outer concentric pipe section for direct discharge of the hydrocarbon-catalyst mixture downwardly into a vessel having an enlarged diameter stripping section. The vessel is formed with a small diameter section for vapor recovery prior to cyclone separation that is concentric to the discharge section of the riser pipe. Due to catalyst discharge into the stripper section, there is little room for catalyst to separate from the product hydrocarbon vapors. Further, the velocity of the vapors rising from the stripping section is increased by the restricted volume in the vapor recovery section so that rather than decelerating upon release to a large diameter vessel after discharge, the vapor velocity is accelerated which prevents disengagement of catalyst rising with vapors from the stripping section. More importantly, the cyclones cannot be accommodated within the restricted volume of the vessel so they must be positioned outside. This creates a safety hazard because hot combustible vapors, such as gasoline, propane, butane and light oils, must be well-contained to avoid the risks of fire and explosion in the atmosphere.

Such problems arise because the cyclones are highly susceptible to erosion and abrasion by the flow of catalyst with the product vapors. Such erosion increases as the cube of the velocity (V^3) and the highest velocity of an FCC system is in the cyclones. Practical and safe designs for commercial installation do not have high erosion components such as cyclones containing hot combustible gases on the exterior of the vessel. Exterior walls that confine combustible gases must contain low velocity flows to minimize leakage caused by erosion.

SUMMARY OF THE INVENTION

As particularly distinguished from the prior art, the present invention is directed to a fluidized catalytic cracking system in which improved vapor recovery with reduced secondary cracking or catalyst carry-over is obtained by isolating the intake to at least one hydrocarbon vapor recovery cyclone in a separator vessel through a vapor recovery zone also within the separator vessel. The intake to the vapor recovery zone is so located relative to the discharge outlet of the riser reactor in the separator vessel so that vapor must enter such cyclone intake at an acute angle substantially greater than perpendicular to the discharge from the reactor tube. In a preferred form, such direction is countercurrent upwardly relative to the downward discharge from the reactor pipe. More particularly, such direction is within $\pm 30^\circ$ of countercurrent and in its most preferred form is 180° . Preferably, the inlet to the vapor recovery zone is at a level not lower than the discharge level.

The particular advantages of the present invention are that it immediately separates the vast majority of catalyst particles from the product vapors so that overcracking of desirable hydrocarbon products such as gasoline is reduced thereby and catalyst loading of the cyclones is also reduced lowering the contamination of product with catalyst particles. Such results are achieved in apparatus form by limiting inlet to the cyclones through a shroud arrangement which draws vapors from the space closest to the reactor outlet, but lowest in catalyst density. The shroud arrangement forms a special zone, generally in a central upper portion of a large diameter separator vessel. Such zone is in addition to the primary low-velocity zone formed by

the large vessel itself which decreases the velocity of the mixture after discharge from the riser pipe into such a large diameter vessel. Such a decreased velocity permits normal gravity separation of catalyst particles from hydrocarbon vapors. Thus, hydrocarbon vapor components either initially released from the reactor riser or recovered from the catalyst by steam stripping may be drawn from the portion of the vessel having the lowest density of catalyst particles. Preferably, the cyclones within the vessel are disposed radially outwardly from the vapor recovery shroud and the cyclone inlets are connected through a wall of the shroud. Alternatively, the cyclone itself may be positioned within the shroud and the cyclone vapor output directed radially through the shroud wall to a second or further cyclone means. Return of separated catalyst is through dip legs extending downwardly in the vessel into the stripper section. In this way, the cyclones, which are most susceptible to catalyst erosion and vapor leakage, are enclosed within the vessel so that any escape of such vapor is entrapped in the separation vessel for ultimate recovery, rather than creating a fire hazard or contributing to pollution.

In a preferred form of fluid catalytic cracking apparatus, discharge of the vapor and catalyst mixture from the riser reactor is generally downwardly and flow is deflected outwardly toward the walls of the vessel. In one form, such deflection may include a conical member which radially disperses spent catalyst flow (and residual hydrocarbons still residing on the catalyst) outwardly. In such an arrangement, the inertial and gravity effects create a partial cyclonic action on the discharged catalyst particles. With the vapor recovery shroud of the present invention positioned generally annular to the reactor pipe discharge, the vapor recovery shroud inlet is preferably located directly adjacent the riser discharge outlet with the inlet at substantially the same level or slightly higher as that of the discharge outlet.

In an arrangement where the discharge of the riser into the vessel is deflected downwardly and radially outward, the zone of low catalyst concentration for the vapor recovery shroud is within the upper central portion of the vessel. Thus, vapor with the least amount of entrained catalyst enters the cyclones from such a rarified zone solely by pressure difference rather than by inertial forces which act more strongly on the catalyst particles.

Further objects and advantages of the present invention will become apparent from the following detailed description of the preferred embodiments of the invention which are illustrated and described in connection with the accompanying drawings. The drawings form an integral part of the present specification and illustrate the operating advantages and principles of the present invention.

IN THE DRAWINGS

FIG. 1 is a vertical elevation view, partially in cross-section, of a first embodiment of the preferred form of the invention in a fluid catalytic cracking system in which a vapor recovery zone is formed in an upper portion of the separator vessel wherein the riser reactor enters the bottom of the vessel and the reaction mixture flows through a reversing shroud to discharge downwardly into the vessel over a conical catalyst disengaging baffle.

FIG. 2 is a vertical elevation view, partially in cross-section, of an alternate embodiment of the invention,

illustrating another form of a separator vessel with the vapor recovery shroud around a reactor pipe, discharging directly downwardly.

FIG. 3 is vertical elevation view, partially in cross-section, of a further embodiment of the invention in which the vapor recovery shroud forms a vapor separation zone with limited vapor holdup within the separator vessel and has its entry at the same level as the discharge end of the riser reactor in the separator vessel.

FIG. 4 is a vertical elevation view, partially in cross-section, of a fluid catalytic cracking apparatus in which an external riser reactor enters the side of the separator vessel and discharges against a conical deflector baffle with the vapor recovery shroud positioned concentric with the reactor conduit.

FIG. 5 is a vertical elevation view, partially in cross-section, of the upper portion of a separator vessel in which an external riser reactor enters the separator vessel sidewall with vertical downward discharge slightly off-center so that the catalyst hydrocarbon mixture discharges against a sloped wall of the vessel and the vapor recovery shroud is around the reactor pipe discharge.

FIG. 6 is a cross-sectional plan view of the arrangement of FIG. 5 taken in the direction of arrows 6—6.

FIG. 7 is a vertical elevation view, partially in cross-section, of the upper end of a separator vessel with an external riser reactor entering the top center of the vessel and the vapor recovery shroud concentric with the riser discharge.

FIG. 8 is a cross-section plan view of the embodiment of FIG. 7 taken in the direction of arrows 8—8.

FIG. 9 is a vertical elevation view, partially in cross-section, of another embodiment of the invention illustrating the upper portion of a separator vessel in which an external riser enters the top of the separator vessel and discharges the reaction mixture against a sloped wall of the separator vessel.

FIG. 10 is a cross-sectional plan view of the embodiment of FIG. 9 taken in the direction of arrows 10—10.

FIG. 11 is a vertical cross-sectional view, partially in cross-section, illustrating an FCC unit wherein the regenerator, riser pipe, separator and a catalyst stripper are incorporated into a single vessel. As shown there, vapor recovery from the separation vessel is through a vapor recovery shroud adjacent to a shroud around a primary cyclone to which the entire reactor effluent is delivered.

FIG. 12 is a vertical elevation view, similar to FIG. 11, of an alternative arrangement of a vapor recovery shroud in a stacked separator-regenerator fluidized catalytic cracking unit.

FIG. 13 is a schematic diagram of a reactor-separator vessel similar to the arrangement of FIG. 1. The designated positions are those at which catalyst density measurements were made in a pilot test unit.

FIGS. 14, 15, 16 and 17 are graphs illustrating experimental results obtained in model studies by placing the inlet of a separation cyclone at selected vertical levels and radial distances away from a reactor riser discharge shroud as indicated in FIG. 13. These graphs indicate effects of both inlet velocity at the reactor discharge and radial position of recovery cyclone intake in the vapor recovery zone. They particularly illustrate that position A₁ in FIG. 13 is the best place to withdraw hydrocarbon vapors from the separator vessel. This position is best because it is the most rarified in catalyst density, and is the shortest distance from the reactor

outlet. The shortness of distance results in minimum overcracking due to prolonged contacting of hydrocarbon vapors with spent catalyst at elevated temperatures. The lowness of catalyst concentration results in reduced solids content of hydrocarbon products transferred to the fractionator.

FIG. 18 is a vertical cross-sectional view, partially in cross-section of a separation vessel arrangement similar to FIG. 1, to which the concentric vapor shroud has been applied and in which the riser pipe has been extended upwardly in the large diameter vessel and the discharge shroud correspondingly shortened.

FIGS. 19A, 19B and 19C are schematic representations respectively of an arrangement similar to that in FIG. 18 and two other arrangements for recovery of FCC product vapors from separator vessels. In the 19B and 19C arrangements discharge of the mixture of hydrocarbon vapor and catalyst from the riser pipe is upward, rather than downward, as in FIG. 19A. These diagrams illustrate the configurations tested in the pilot plant for which comparative results are shown in FIG. 20.

FIG. 20 is a graph similar to FIGS. 14, 15, 16 and 17 illustrating comparative results of the arrangements of FIGS. 19A, 19B and 19C. The configuration shown in FIG. 19A is clearly superior. It delivers the least amount of catalyst to the cyclones.

DESCRIPTION OF THE PREFERRED EMBODIMENTS OF THE INVENTION

Referring now to the drawings, and in particular FIG. 1, there is illustrated an FCC unit to which the present invention is particularly applicable. The system generally comprises a riser reactor pipe 10 to which heated catalyst is supplied by regenerator 12. Catalyst is fluidized by gas, preferably steam, supplied by a series of nozzle rings 13 along U-tube 14. The steam transports catalyst particles supplied by gravity from intake 15 and conveys them to riser pipe 10. A hydrocarbon feed stream, such as that supplied through feed nozzles 20 and feed line 21 enters riser reactor pipe 10 for contact with the heated, fluidized catalyst. The substantially instantaneous reaction of mixing heated (generally regenerated) catalyst and hydrocarbon feed generates voluminous quantities of vapor by vaporization of the oil and cracking of the hydrocarbons which carries the mixture upwardly in reactor 10 and discharges it into separator vessel 24. In the embodiment of FIG. 1, this discharge is generally upward but is deflected downwardly by a discharge shroud 26 surrounding the upper part of riser pipe 10 so that flow of the resultant mixture of catalyst and hydrocarbonaceous material, and primarily the catalyst, is downwardly into separator vessel 24. Discharge from shroud 26 is deflected outwardly by a baffle, such as deflector cone 28, toward sidewall 30 of vessel 24 so that the inertia of the catalyst, along with gravity effects on the catalyst, induces a partial cyclonic action to assist in separation of residual hydrocarbon vapor from the catalyst.

Spent catalyst is then returned to regenerator 12 through stripper means 32, formed either independently or as the lower part of vessel 24. Hydrocarbons are further removed from the spent catalyst in stripper 32 by introduction of steam, such as by line 34 feeding nozzles 35 at the lower end of stripper 32. Catalyst returns to regenerator 12 by introduction of steam through a series of nozzle rings 36 along return U-tube 38 for transport of such spent catalyst back to regenera-

tor 12. Spent catalyst is then regenerated by addition of oxygen, as by line 40 to burn residual coke, primarily carbon, from the catalyst particles supported on grid 42. This supplies heat to the catalyst circulating in the system which returns from bed 47 through overflow intake 15. Offgas from the burned coke is vented from regenerator 12 through cyclone 49, plenum 51 and flue pipe 53.

In accordance with the present invention, separation of vapor from catalyst particles circulating in the vapor space 25 above discharge shroud 26 is uniquely enhanced by providing an auxiliary zone within the central and upper end of large diameter separator vessel 24 to transport product vapors from the catalyst rarefied area adjacent to the reactor outlet to the cyclone inlets. As noted above, vessel 24 is generally several times in diameter larger than riser pipe 10 so that it forms a reduced pressure volume for gravity separation of catalyst from the reacted mixture. Accordingly, vessel 24 forms a quiescent zone for separation of catalyst particles passing to stripper section 32 at the bottom of vessel 24 from the product vapors. In FIG. 1 prompt separation of vapor from vessel 24 is promoted by concentric vapor recovery shroud member 17 which surrounds discharge shroud 26 covering the upper end of reactor pipe 10. In accordance with the present invention, shroud 17 forms the sole outlet for venting vapor from vessel 24 through pipe 37, the inlet for cyclone 44; cyclone 44 then separates catalyst fines from the vapor and returns such catalyst fines by dip leg 50 to stripper 32. Cyclone outlet line 39, passes the vapor into plenum 46. Vapor from plenum 46 is piped to a distillation system by conduit 48. (A typical distillation system for recovered products in the hydrocarbon vapors is illustrated in FIG. 11.) In FIG. 1, cyclone 44 is shown as a single stage unit. In practice, such separators may include several successive stages as indicated in FIG. 3 or several separate stages as in FIGS. 2 and 11.

As will be more fully discussed in connection with results of model tests, as seen in FIGS. 13 to 17, the location and configuration of vapor recovery shroud 17 and its inlet 27 is critical. Specifically, the level for the input to vapor recovery shroud 17 in any separator vessel is optimally located at substantially the same level as the outlet of reactor discharge shroud 26. In this way, vapor released from the mixture must make a sharp turn of approximately 180° as indicated by arrows R. To assure that this turn is relatively sharp and near 180°, the diameter of vapor shroud 17 is not much greater than the diameter of discharge shroud 26. It is accordingly substantially smaller in diameter than vessel 24. FIG. 17 shows that the size of the opening to the vapor recovery shroud not only affects its inlet velocity but also the rate at which catalyst is delivered to the cyclones. To make vapor residence time short and to reduce secondary cracking, the volume of chamber or zone 31 is made small between vapor recovery shroud 17 and extension 22 above cap 23 of shroud 26. Plenum 46, formed by plate 33, extension 22 and the upper end of vessel 24 is also made small for short residence time. Cyclone 44 discharges into plenum 46 through pipe 39. As indicated, the intake of cyclone 44 is through side entry conduit 37. This requires vapor in zone 29 to enter cyclone 44 directly for final recovery of catalyst fines through dip leg 50 before vapor is delivered to plenum 46 and piped to the distillation column by conduit 48.

The location of cyclone 44 is also readily accommodated by large diameter vessel 24. This is particularly important because of the erosion of cyclone 44 by cata-

lyst fines, usually of smaller particle size than the average catalyst in the plant, carried by the vapor. Because the velocity of vapor through the cyclones is higher than any other portion of the FCC system, such abrasive particles subject the cyclones to severe erosion. Such severe erosion varies with the cube of the velocity of the vapor carrying the particles. Accordingly, it is vital that the cyclones be enclosed within the vessel so that any leakage of such vapor (usually constituents of gasoline, diesel, kerosene and lighter ends such as butane, propane and ethane) will not create a severe fire, explosion or pollution hazard. By properly confining the cyclones within the flow system, as within vessel 24, such problems are avoided.

FIG. 2 illustrates another embodiment of an FCC reactor-separator having a vapor recovery zone formed therein by vapor recovery shroud 17. In this form of FCC unit, separator vessel 24 includes a catalyst and hydrocarbon vapor discharge shroud 26 for directing flow downwardly into vessel 24, but without further deflection, as in FIG. 1. As particularly indicated, annular passage 29 between shrouds 17 and 26, including extension 22, is maintained small with respect to the diameters of the shrouds and vessel 24. This assures that all vapor entering zone 29 must turn through substantially 180° from its flow with catalyst out of discharge shroud 26 and is promptly delivered to the cyclone separators to further minimize overcracking. A pair of diametrically opposed cyclone separators 44 within vessel 24 are indicative of the commercial arrangement of cyclones which normally includes from six to twelve pairs of dual cyclones. Intakes 39 to the cyclones are attached to the upper wall of shroud 17. Vapors from cyclones 44 rise into a relatively small plenum 46 formed by concave plate 33 and the upper wall of vessel 24 through pipes 35. Catalyst from cyclones 44 return to stripper 32 through dip legs 50.

FIG. 3 illustrates another form of FCC unit to which the present invention may be applied. It will be noted that riser reactor 10 enters from directly below and along the axis of separator vessel 241. Spent catalyst returning to a regenerator, such as 12 in FIG. 1, from stripper 32 flows through an off-center return line 38. Further, a two stage cyclone arrangement within vessel 241, is connected to vapor recovery zone 31 by a first stage cyclone 441, and a second stage cyclone 442 located between plenum 46 intake line 351 and the vapor outlet 352 of cyclone 441. As shown in this embodiment, large diameter separator vessel 241 is relatively short so that overall vapor space 251 therein is limited. Provision of vapor recovery shroud 171 permits excellent recovery of hydrocarbon vapor with little overloading of cyclones 441 and 442 by entrained catalyst fines. This is particularly valuable in permitting existing FCC units to be retro-fitted with a vapor recovery shroud, such as 171, without substantially altering the vessel internals or extending the height of vessel 241. Further it shows the desirable compactness of the vapor flow path for rapid transfer to a distillation system and prompt quenching of secondary cracking.

FIG. 4 is a complete schematic diagram of a fluid catalytic cracking unit using an external, or transfer pipe, riser 110 which enters catalyst disengaging vessel 124 through a side opening 125. In this way the fluid mixture of catalyst and hydrocarbonaceous material, primarily vapor, enters the vessel through a horizontal pipe section 127 and then makes a 90° turn downwardly into discharge pipe section 129. In this embodiment,

vapor recovery shroud 117 closely surrounds discharge pipe section 129 so that vapor released by discharge from section 129 must turn through a substantial angle, greater than 90° and preferably 180°, to enter vapor recovery shroud 117. Thus, while catalyst particles are deflected outwardly by cone member 128 for further cyclonic separation, a major portion of the vapor is directly recovered by a first reverse turn from discharge 129 into vapor recovery shroud 117. The cyclonic separating action is assisted by the angle of cone 128 and tapered sidewall 125 at the transition section between large diameter catalyst disengaging vessel 124 and stripper section 132. Cone 128 is held as indicated in a central position and directly below the discharge opening of pipe 129 by mounting links, or brackets, 121.

Vapor is recovered through vapor recovery zone 131 by cyclone 144 whose intake 137 is positioned in the wall of vapor shroud 117. The function of cyclone 144 is the same as that described in connection with cyclone 44 in FIG. 1. Vapor from cyclone 144 is collected in plenum chamber 146 formed by wall 133 and upper end 138 of vessel 124. Recovered hydrocarbon vapors are piped by offtake line 148 to a distillation column. Although not illustrated, the volumes of zone 131 and 146 may be reduced to further minimize the time hydrocarbonaceous vapors spend at elevated temperatures and in the presence of catalyst particles.

FIGS. 5 to 10 illustrate alternate embodiments of vapor recovery shrouds suitable for use in an FCC system, such as that shown in FIG. 4. For example, in FIG. 5, side entry portion 125 of riser pipe 110 terminates in a downflow section 129 adjacent a downwardly sloping wall 225 of an alternate form of catalyst separation vessel 224. A particular advantage of this arrangement is that the downflowing mixture of catalyst and hydrocarbonaceous vapor is discharged directly against wall 225 for partial cyclonic separation of the vapor from the catalyst. Accordingly, in the present arrangement, the vapor recovery shroud 217 is positioned to surround or at least partially surround discharge pipe 129.

In FIGS. 7 and 8, riser reaction pipe 110 enters the top of vessel 124 rather than through a side opening and riser pipe 110 fills the center of vapor shroud 217 to reduce its space volume.

In FIGS. 9 and 10, vapor recovery shroud 217 is also placed around discharge pipe 129. In this particular arrangement, catalyst disengaging vessel 324 is shown as being asymmetrical in that a single sloped side, or alternately a tilted plate, 325 provides a partial cyclonic action to augment catalyst disengagement from the reaction mixture. In each of the three embodiments of FIGS. 5, 7 and 9, vapor will, of course, in accordance with present invention pass through an angle of about 180° to enter vapor recovery shroud 217.

FIGS. 11 and 12 illustrate other arrangements of fluid catalytic cracking systems in which the reactor-riser pipe, regenerator, catalyst separation or disengaging vessel and stripper unit are constructed in a single unitary vessel. These units include an external riser pipe. These figures particularly illustrate application of the present invention to such alternate large diameter separation vessels with a vapor recovery zone to feed at least one primary cyclone separation unit within the separation vessel. For example, the entire flow from external riser pipe 110 discharges through cyclone 60 into separation zone 424, formed as an integral top portion of the fluid catalytic cracking unit vessel 400.

A more detailed disclosure of the operation of the embodiments of FIGS. 11 and 12 may be found in co-pending application Ser. No. 363,496, filed Mar. 31, 1982, assigned to the assignee of the present invention. The disclosure of that application is incorporated herein by reference thereto. As particularly distinguished from the present embodiments of FIGS. 11 and 12 which are shown in said application, the present invention provides a separate vapor recovery shroud through which the recovered vapors are accessible to a cyclone separator. Such vapor may only reach cyclones 144 after a substantial turn from the riser reactor discharge. Specifically, in turn arrangement of FIG. 11, primary cyclone 60 includes a vapor release opening 61 at the top of cyclone 60 and a spent catalyst discharge tube 62 through which a mixture of spent catalyst and entrained vapor passes for discharge into concentric stripper zone 64. Vapor recovery shroud 417 surrounds a primary vapor release zone 65 wherein vapor coming off outlet 61 of cyclone 60 reverses flow direction of the released vapors so that they pass downwardly around cyclone 60. The surrounding vapor recovery shroud 417 then encircles vapor release shroud 66 and provides an intake through line 437 to vapor recovery cyclone 144.

The balance of FIG. 11 shows a typical vapor recovery distillation system, including a distillation column 402 for fractionation of the recovered hydrocarbon vapors and removal of foul water, produced by steam rising through stripper 64 and steam used to fluidize and transport the catalyst from the regenerator to the reactor pipe as well as steam injected with the hydrocarbon feed for better feed atomization and mixing. Such foul water recovery may be through a unit 401 in the overhead stream from fractionation unit 402.

In FIG. 12 the vapor recovery zone is formed by vapor recovery shroud 417, arranged to recover the hydrocarbon vapor released by cyclone 60, after primary disengagement of vapor from catalyst fines in chamber 431 formed by primary vapor shroud 465. In the same manner as in FIG. 11, entry of overhead vapor into vapor recovery shroud 417 is through a turn of substantially 180° for vapors discharged from the primary recovery shroud 465.

Reference is now made to experimental results illustrated in FIGS. 13 through 17. FIG. 13 is a diagrammatic representation of the general arrangement of FIG. 1 wherein separator vessel 24, riser 10 and folded riser shroud 26 schematically represent the mode in which these experimental studies were made. The test results are shown in FIGS. 14 through 17 in which the actual weight of catalyst recovered with vapor in pounds/minute in the pilot plant are plotted against equivalent catalyst circulation rates which would be tons/minute in a commercial plant. The catalyst circulation rates were scaled up to those for a particular commercial plant, hence the term "equivalent catalyst circulation rate". All tests were made for a discharge rate of 30 feet per second from discharge zone 27. The measured values are plotted for points A through I, distributed as shown in FIG. 13.

FIG. 14, in particular, shows the effect not only of velocity inlet in feet/second of the vapor but also the cyclone intake position at the same level A, relative to the radial distance of the sampling point of discharge 27 from shroud 26. As indicated, the best result was obtained when vapor is sampled directly adjacent the discharge end 27 of shroud 26 as at A₁. As particularly shown in FIG. 14, this result prevails at both 100 feet/

second inlet velocity and at 10 feet/second inlet velocity to the vapor recovery shroud. The worst case is clearly at sampling point A₃ near the wall, and the next worst case is at position A₂, which is half-way between shroud discharge 27 and the wall of vessel 24. The graph in FIG. 15 shows the results when the sampling points were taken essentially half-way between the wall of vessel 24 and the discharge of shroud 26. As there indicated, the position at A₂, the shroud bottom and half-way up shroud 26 is substantially the same. Between points A₂ and D, which includes point B at about 30 tons/minute or greater, cyclone loading becomes progressively worse, with the worst case being at A₂. The next worst is at B. While the measurements at E through I appear to be considerably better, in terms of reduced catalyst entrainment, they do represent longer flow paths that do result in undesirable secondary cracking. Further, they assume that such overhead distance is available within separator 24. This particular set of measurements indicates that if the height of the vessel is tall enough, then the space above the shroud, as indicated by the measurements 4, 8, 12, 16 and 20 feet above the top of the shroud, would reduce catalyst intake with the vapor. Such additional height is infrequently available and in general cannot be economically justified, as by retrofit, particularly since longer contact time of the catalyst particles with the hydrocarbon vapor produces secondary cracking.

FIG. 16 indicates the comparative results in recovery of vapor from directly adjacent the shroud as compared to withdrawal of vapor from one quarter of the distance down from the top of the shroud 26 as at C₁, or at the vessel wall at the same level, C₂, as compared to measurements made directly at the wall, A₃. It is clear from this graph that the sampling point nearer the shroud exit, so that vapor must make about a 180° turn to enter the sampling point, even at vapor flow rates of 100 feet/second, gives superior results to those that recover vapor from other points.

FIG. 17 illustrates the effect of catalyst circulation, at velocities of 10, 30, 60 and 100 feet/second into the vapor recovery shroud at sample point A₁, directly adjacent the shroud and at the same level as discharge 27 from shroud 26. As indicated, superior results are obtained at 100 feet per second to the vapor recovery shroud when the vapor recovery elevation is at the shroud discharge level.

Table I indicates the yield improvements of coke and gas fractions to gasoline and cycle oil fractions obtained in pilot plant runs mimicking commercial plants of the type shown in FIG. 1 with the intake to the vapor recovery cyclones located closer to the reactor tube outlet so as to minimize overcracking.

TABLE I

FCC Pilot Plant Yield Shifts by Elimination of Dilute Phase Cracking at 965° F. Reactor Temperature		
wt % change		
Coke		-0.2
Gases		
Total		-2.18
	C ₂ -	-1.05
	C _{3s} + C _{4s}	-1.13
103 Gasolines		
Total		+1.75
	C ₅ -265° F.	+ .93
	265°-430° F.	+ .82
Cycle Oils		
Total		+ .63

TABLE I-continued

FCC Pilot Plant Yield Shifts by Elimination of Dilute Phase Cracking at 965° F. Reactor Temperature	
wt % change	
430°-625° F.	+ .63
625° + F.	.00

While the changes shown in Tables I represent only a few percent change in upgraded products, the financial advantages of the present invention are indeed significant. At a feed rate of 54,800 barrels per day in improvement of 1% in gasoline at 25 cents/gal (assuming 25% of \$1/gallon) represents a net gain of over \$5,700/day. The noted results of 2 to 3% improvement would have a value of \$11,500 to \$17,200/day (approximately \$4 to \$6 million/year).

FIG. 18 illustrates the method of the present invention applied to a commercial installation of a large diameter FCC separator vessel. The arrangement, generally similar to FIG. 1, has been modified to increase the length of stripper section 532. As shown, riser pipe 510 is extended upwardly in vessel 524 and discharge shroud 526 has been shortened. Accordingly, concentric vapor recovery shroud 517 is suitably shortened which reduces the length of the vapor flow path of plenum 546 through intake 527 of cyclone 544 for transport of vapor to a distillation column by line 548. As indicated, catalyst disengaging baffle 528 is also elongated and made greater in diameter at its base 553.

The arrangement of FIG. 18 was simulated in model studies for comparison with two other forms of FCC vapor recovery proposed in U.S. Pat. Nos. 4,066,533—Myers et al and 4,435,279—Busch et al. These are respectively indicated schematically in FIGS. 19A, 19B and 19C. The arrangement of FIG. 19C indicates a system in which the hydrocarbon vapor and catalyst mixture is ballistically separated by discharge against the top of the vessel 721 with all vapor recovered through cyclones 744 whose intakes 737 are tapped into the side of riser 710. In FIG. 19B, the mixture is similarly directed against the top of vessel 821, but vapor is admitted to cyclones 844 through an upwardly directed opening 827 adjacent the discharge end of riser 810.

FIG. 20 illustrates graphically the improvement in catalyst loading in the cyclones by the arrangement of the present invention with catalyst discharging downwardly as indicated by curve A, for the system of FIGS. 18 and 19A. The lower rate of cyclone loading in pounds per minute is compared to curves B and C, respectively produced by the models of FIGS. 19B and 19C. To the extent feasible the same gas entry velocity was maintained for each of the three illustrated embodiments.

Various modifications and changes will occur to those skilled in the art from the foregoing detailed description of the apparatus and the methods of operating such apparatus. In particular, it will be apparent that in any FCC separation vessel the preferred zone in the vessel for minimum catalyst content of recovered vapors may be found by a few selected measurements. The inlet to the cyclones may then be disposed so that they are in said vapor recovery zone for minimum solids contamination of said vapor and the desired hydrocarbon products. Flow from said vapor recovery zone is arranged for rapid transport to a distillation column with minimum delay which limits secondary cracking

of the vapor and thereby reduces gas make and gasoline loss.

The principles, preferred embodiments and modes of operation of the present invention have been described in the foregoing specification. However, the invention which is intended to be protected is not to be construed as limited to the particular embodiments disclosed. The embodiments are to be regarded as illustrative rather than restrictive. Variations and changes may be made by others without departing from the spirit of the present invention. Accordingly, it is expressly intended that all such variations and changes which fall within the spirit and scope of the present invention as defined in the following claims be embraced thereby.

We claim:

1. In a fluid catalytic cracking system wherein hydrocarbon vapors are substantially disengaged from a reaction mixture of catalyst and hydrocarbon vapor by downward discharge from a riser reactor into a large diameter vessel forming a separation chamber and said vapors are further separated from said catalyst by passage through at least one cyclone prior to recovery of said vapors from said separation chamber, the improvement comprising

venting the hydrocarbon vapor into at least one said cyclone which is positioned in said vessel through a separate confined chamber forming a vapor recovery zone substantially smaller in diameter than said separation chamber and formed generally concentric with said riser reactor and surrounded by the upper portion of said separation chamber wherein the direction of vapor flow into said vapor recovery zone is at an angle substantially greater than perpendicular to the downward flow of the reaction mixture being discharged into said separation chamber from said riser reactor and wherein the separated catalyst forms a bed in the bottom portion of the separation chamber and below the vapor recovery zone.

2. The method of claim 1 wherein the direction of said vapor flow into said vapor recovery zone is substantially countercurrent to the direction of flow of said reaction mixture.

3. The method of claim 2 wherein said vapor flow direction is within $\pm 30^\circ$ of countercurrent.

4. The method of claim 1 wherein said vapor recovery zone extends upwardly from a level not lower than the discharge level of said reaction mixture into said separation chamber and the intake of said vapor recovery zone is at or above said level.

5. The method of reducing catalyst loading to cyclone separators and reducing secondary cracking of hydrocarbon vapors in a fluid catalytic cracking system wherein hydrocarbonaceous material is reacted with heated catalyst particles flowing in a riser reactor and the resulting mixture is separated in a separation vessel with recovered catalyst returning through a stripper to a regenerator and with the cracked hydrocarbon vapors being recovered overhead through one or more of said cyclone separators disposed in said separation vessel which comprises

introducing said mixture from said riser reactor into said separation vessel in a downward direction, restricting the entry of vapor from said vessel into said cyclone separators by way of a vapor recovery zone of limited volume generally around the discharge outlet from said riser reactor into said vessel and surrounded by a separation zone in the separa-

tion vessel, the inlet to said vapor recovery zone being restricted to vapor flow from a direction substantially opposite to said mixture, and said vapor inlet being directly adjacent the level of said discharge outlet from said riser reactor.

6. The method of claim 5 wherein said mixture is introduced by conduit means near the center of said vessel and is deflected outwardly substantially uniformly toward said vessel walls and said vapor entry is concentric to the area surrounding said discharge outlet from said riser reactor.

7. A process for improving separation of hydrocarbon reaction products from catalyst in a fluidized catalytic cracking system comprising the steps of:

- (a) conveying hydrocarbonaceous material and heated catalyst as a fluidized reaction mixture upwardly within a riser reaction zone,
- (b) discharging the catalytic reaction mixture from said reaction zone downwardly into a central zone in a large diameter vessel forming a separation chamber for release of the resulting hydrocarbon vapor from catalyst in said mixture,
- (c) directing disengaged catalyst generally downwardly to a stripping zone arranged in a lower portion of said separator vessel; and
- (d) recovering hydrocarbon vapor from said mixture in an upper portion of said separation chamber through cyclone separators within said vessel, the inlet to said cyclone separators being through a vapor recovery zone substantially smaller in diameter than said vessel and formed around the discharge portion of said riser reaction zone within the separation chamber and above a bed formed from the disengaged catalyst, the entry into said vapor recovery zone being disposed at substan-

5 8. A process for separating hydrocarbon conversion products from a catalyst in a fluidized catalytic cracking unit comprising the steps of:

- conveying an input feed of a mixture of hydrocarbon and catalyst within a riser conduit into a larger diameter generally cylindrical separator vessel;
- discharging the resulting mixture of hydrocarbon vapors and catalyst downwardly into said vessel through the discharge end of said riser conduit;
- deflecting said downwardly discharged mixture radially outwardly from said riser conduit with a catalyst disengaging baffle arranged below said outlet; permitting the catalyst to flow by inertia and gravity into a stripping zone arranged at the lower end of the vessel; and

recovering hydrocarbon vapors in said separator vessel through cyclone separator means disposed within said vessel to direct vapor to a product recovery system and return separated catalyst to said stripper zone, the intake for said cyclone separator means being in a vapor recovery zone closely surrounding said riser outlet and at a level at or above said riser discharge end and radially displaced inwardly and substantially away from said vessel wall so that recovered vapor must turn through an angle substantially greater than 90° to enter said vapor recovery zone and a separation zone is formed between the vapor recovery zone and the vessel wall.

* * * * *

tially greater than 90° relative to said reactor discharge so that catalyst entrained in said hydrocarbon vapor must turn through at least an acute angle to enter said vapor recovery zone.

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